MAY, 1971/60¢

RAILROAD magazine

One of a continuing series. **Remington Reports**

Since when does a 20 gauge lightweight automatic shotgun pack the power of a 12 gauge?

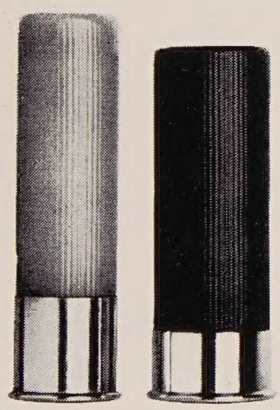
Since now.

Introducing the lightest 20 gauge gas-operated magnum shotgun made today—the brand-new Remington 1100 Lightweight Automatic 20 Gauge Magnum. It's made for hunters who want the punch of a 12 without the weight and recoil.

Ask a shotgunner to go hunting and, no matter what the game is, the odds are he'll reach for a 12 gauge shotgun. Because with standard factory field loads holding as much as 1⅛ ounces of shot with 3¼ equivalent drams of powder behind it, the 12 has become the big gun in the field. Larger gauges are made, but the 12 is about as much gun as most hunters care to handle.

However, there are some hunters (especially women and youngsters) who prefer to carry a smaller and lighter gun, particularly when they're out all day, up and down hills, across fields, in and out of brush.

They often choose a 20 gauge gun. It's lighter, but with factory-loaded shotgun shells offering 2¾ equivalent drams of powder to push 1 ounce of shot, you lose the punch needed for long shots and you have to be darn good to make the close ones.



20 ga. 3" mag. 12 ga. 2¾" std.

A better solution is the 3-inch 20 gauge magnum shotgun shell. It packs up to 1¼ ounces of shot pushed by 3¼ equivalent drams of powder, and the new Remington 1100 Lightweight Automatic 20 Gauge Magnum makes the most of all that power.

The new 1100 is the only lightweight 20 gauge magnum gas-operated shotgun made today. Its solid-steel receiver and other parts are designed to pare away every possible ounce without impairing the 1100's long-established reliability. It weighs only about 6¾ pounds, a full quarter pound lighter than our regular 20 gauge 1100, and three-quarters of a pound lighter than our 12.

This means you won't feel your arms growing longer as the day goes on. More important, it's an all-season gun that's ideal for all kinds of upland hunting.

But what happens to your shoulder when you shoot that much powder in a lightweight gun? Have no fear. In addition to a recoil pad, the new 1100 has the famous gas-operated system that delivers up to 40% less "kick" than any other shotgun action. That alone makes the Model 1100 worth owning.

This new 20 gauge magnum features everything that made the 1100 the world's most popular automatic shotgun including exclusive "vibra-honed" metal parts for less friction, smoother action, richer blueing and Du Pont's RK-W wood finish that protects your gun against rough conditions in the field.

The 20 gauge lightweight can handle, interchangeably, all 20 gauge 3-inch and 2¾-inch magnum shotgun shells. You also have a choice of a plain or ventilated-rib 28-inch full-choke barrel.

One final point. This gun and Remington and Peters shotgun shells are matched by electronic tests to make sure they work well together. These shells can help it perform like a 12 gauge, because their patented "Power Piston" one-piece wads put 10% more shot in the pattern area, giving you a 10% better chance of scoring. And their exclusive "Kleanbore" priming will help you to make your gun last longer as well as perform better.

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RAILROAD magazine

Adventurous Railroading and Rail Hobbies—Founded 1906

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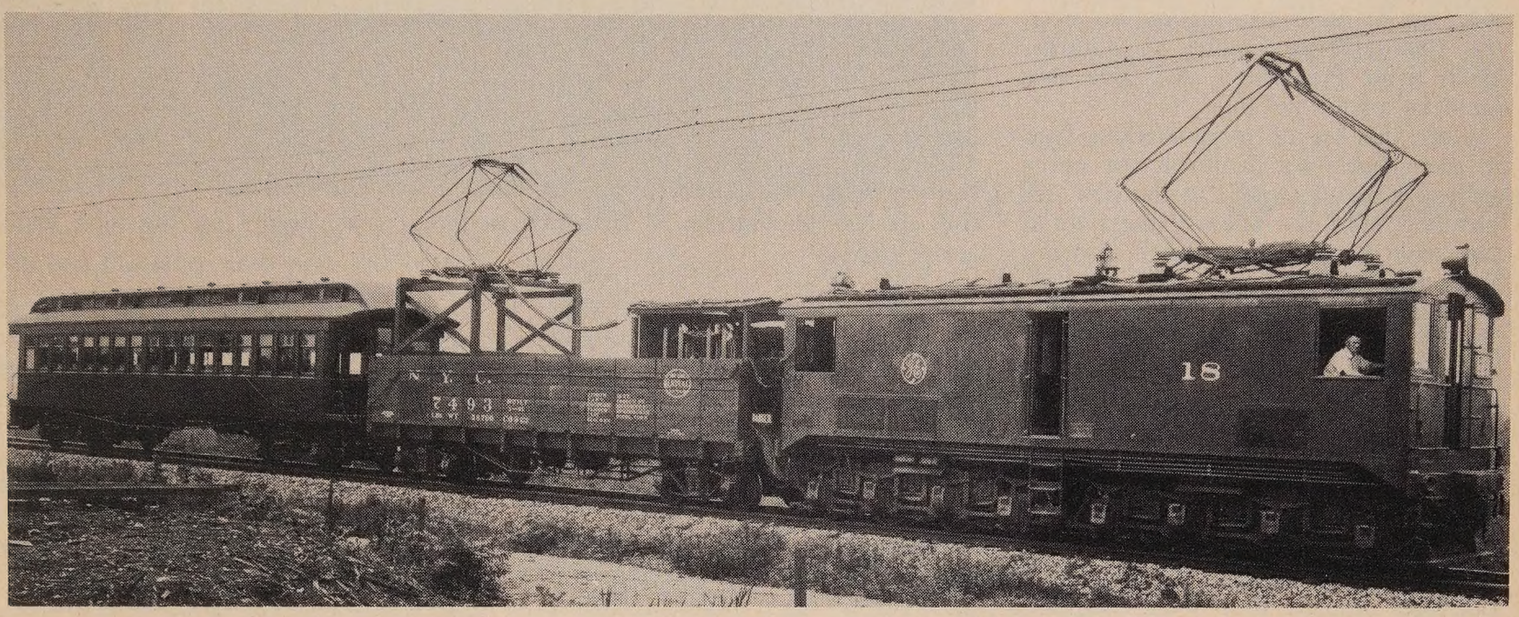

Scene at General Electric Company test track at Enola, Pa., in July, 1923. GE unit 18 is pulling a car used for current collection testing. Does anyone know what happened to this electric loco?
Collection of Stephen D. Maguire

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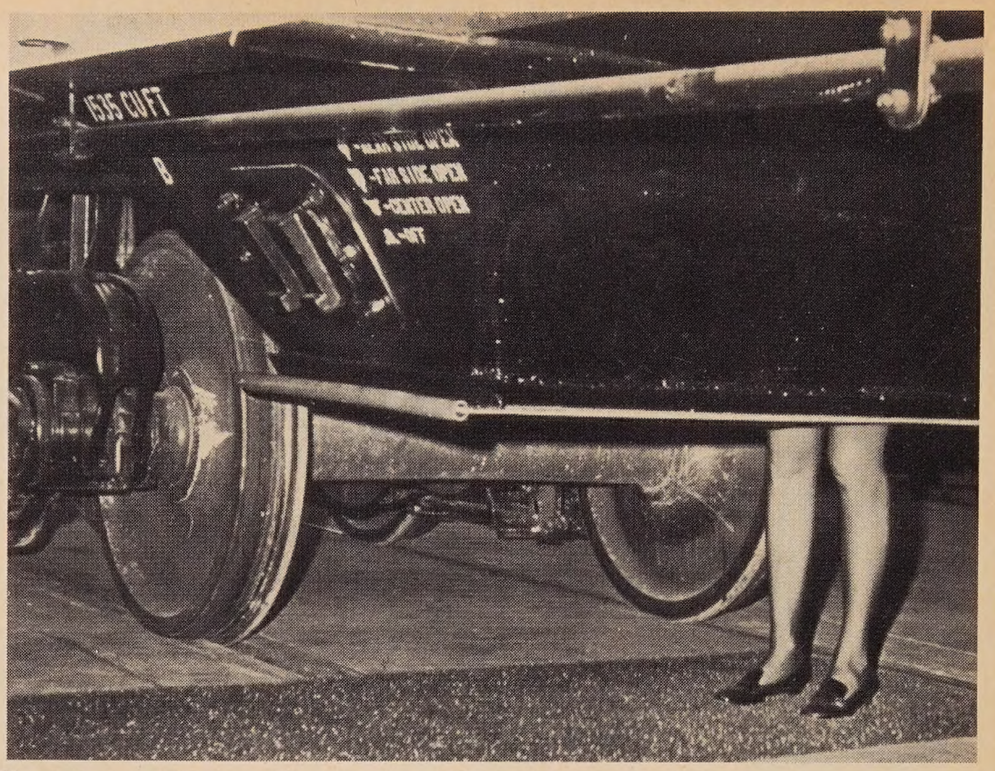
THE MAIL CAR

where editors and readers meet



This mystery photograph is explained in the second column on the next page.

WHO can recognize the scene pictured on our front cover? It was made from a 35mm slide; on the frame is written "D&NE 2-8-0 No. 14, July '61," but no other information, not even the photograhper's name or address. We'll print the details and give due creidt as soon as possible.

Note the use of more modern type in our magazine's name on the cover and on page 3, as well as the new department headings. These changes are in line with our constant aim to improve the magazine. ●

RAILROADERS. I am a Penn Central fireman. Crew men tell me stories of the old days that I would not believe if I didn't know from personal observation that such things actually happen today. One story is about a lady taxi driver who drove some place to pick up a crew. When she saw a road crew on the end of a train pulling out, she thought they were the men she was looking for, so she chased after them, bouncing the taxi on the ties, holding her head out the window and shouting "Stop!" The train didn't stop. —Dick Miller, R. 2, 17790, S.R. 23, Gibsonburg, Ohio 43431.

The old Iowa Central, for which I began work as a telegraph operator in 1901, was known as the "Humpty Bumpty" because it was tougher and rougher than an alligator's hide.—F.W. Sievers, 302 Washington St., Hudson, Mich. 49247.

Reading your magazine got me so enthused over railroading that I quit high school in 1910 to become a freight clerk for the International & Great Northern. Later I drifted down to work for the Southern Pacific below Yuma, Ariz., on the Mexican side. In those days Chinese were paying from $200 to $300 apiece to get into the United States. Someone sealed four of them in a car of cotton at the gin in Mexicali. The car was moved to the main line at Niland, Calif., to be picked up that night by the through freight; but an SP bull heard a low sneeze in the car, got the station agent to break the double seal, and found the stowaways on the cotton bales in a dusty hideout.—Charles Nickum, 326 W. Third St., Los Angeles, Calif. 90013.

Many non-rails make the mistake of saying railroad *yards* when they mean *yard*. This was pointed out to me long ago by a Santa Fe division super when I was his secretary.—Edward Mahoney, 9417 W. 64th Way, Arvada, Colo.

"Yellow Birds," Penn Central's ex-New Haven FL-9's 5050 and 5014, are painted in Metropolitan Transportation Authority's new colors, yellow and medium blue. We see them at the head of a Harlem Division commuter train on July 29, 1970.
Daniel A. Foley, P.O. Box 1101, New Haven, Conn. 06840

I work on a Louisville & Nashville bridge gang. When I get a new issue of *Railroad* I usually read *Trackside in the Diesel Age* first, then the *Switch List*, and after that Sy Reich's rosters, which I use to complete the file cards on my photo album. Where can I get bygone steam rosters?—Jay Thomson, 125 Cedar St., Maryville, Tenn. 37801. (Ed. replies: Old issues of this magazine had hundreds of steam rosters of big and small roads.)

Richard C. Johnston, who began railroading in 1934 as a machinist apprentice, has just been appointed general mechanical superintendent-locomotive of Penn Central.

I began railroading as a clerk on the Grand Rapids & Indiana in 1912, while learning telegraphy, and was paid $28.15 per month. At Christmas time we were paid in gold currency. Our

pay-car was impressive. Usually Harry Quivy, smartly dressed, was the conductor. I retired in 1961. Railroading is very different now, with IBM and a tape-recorder to handle the work that we telegraphers used to do.—Harry DeHoff, 1130 N. Meridian St., Portland, Ind. 47371. ●

ONE hot summer night in 1910 I stood on the depot platform at Ellwood City, Pa., watching the *Royal Blue* streak past in the darkness. A few minutes later I heard her low mournful whistle as she neared Jackson's crossing a few miles to the west. The *Royal Blue* was the B&O's answer for a crack train between New York and Chicago with fast speed and plush comfort.

Running a few minutes late while making up time over a straight high fill just west of Wampum Jct., the engine suddenly left the rails and, still coupled to the baggage car, plunged down into the valley, killing the engineer, fireman, and baggageman. The diner and club car hung dangerously on the narrow ledge at the top of the fill and the other cars were jack-knifed across the roadbed but remained on their wheels.

When I reached the scene, two wrecking crews were busy with their big hooks grappling the twisted steel. A small tent served as a temporary telegraph office; the operator was pounding out messages on his key, and the click of the sounder kept asking for grim details. But what caused the wreck? A toolhouse had been broken into and a spike bar and maul were found—nothing more. Tie spikes had been pulled from a portion of one rail; the rail spread out of line had sent the engine hurtling down the 500-foot fill. The baggage car became uncoupled before reaching bottom.

This division is now freight-only, with passenger service rerouted over other lines, and the *Royal Blue* no longer runs anywhere. I believe that the $25,000 reward offered for information leading to arrest and conviction of the person or persons responsible for the wreck of 1910 is still valid. Even after all these years and now living in another part of the country, I sometimes fancy I can still hear that B&O whistle wailing through the hills as it blew for Jackson's crossing that tragic night long, long ago.—J.D. Hossler, retired telegrapher, Rte. 1, Box 45, Blairstown, Iowa 50034. ●

NEWSWORTHY. In a 15-page report to the Federal District Court in Philadelphia, the Penn Central Trustees say they have "solid plans" for reducing employment by 5,000 workers this year, in addition to the 5,000 dropped from the payroll in 1970.

The trustees estimate that Penn Central's plant, consisting of 20,000 miles of track, should be cut by about 40 percent. Nearly 20 percent of the road's present mileage, the report states, "can already be identified as redundant." The trustees have applied to the court for permission to abandon 23 miles of branch lines in Pennsylvania and Michigan.

Photo on page 4 shows an unidentified guest of the Pullman Transport Leasing Co. inspecting the company's new Maxi-flo covered hopper car for plastics at a demonstration and test in Hammond, Indiana. One of the car's outlet gates was temporarily removed to permit examination of the interior welds and lining. The car's capacity is 5650 cubic feet.

Southern Illinois University's student government has called upon the ICC to investigate the Illinois Central's action in raising rents on property along its rights-of-way. The students had been parking their automobiles in a 71-car parking lot situated on land that the university leased from the IC; but when the lease expired, IC raised the rent from $6,000 a year to $27,500 a year, an increase of 4,000 percent, the *Chicago Daily News* reports.

Have you heard the Eastern Airline radio commercials advertising a visit to the Union Pacific Museum in Omaha? How come the UP itself doesn't advertise the museum? . . .

A point to ponder: Danforth, Me. (pop. 400) is served by a daily train featuring domes, diner, and sleeping cars. Concord, N.H. (pop. 100,000); Portland, Me. (pop. 70,000), and Ban-

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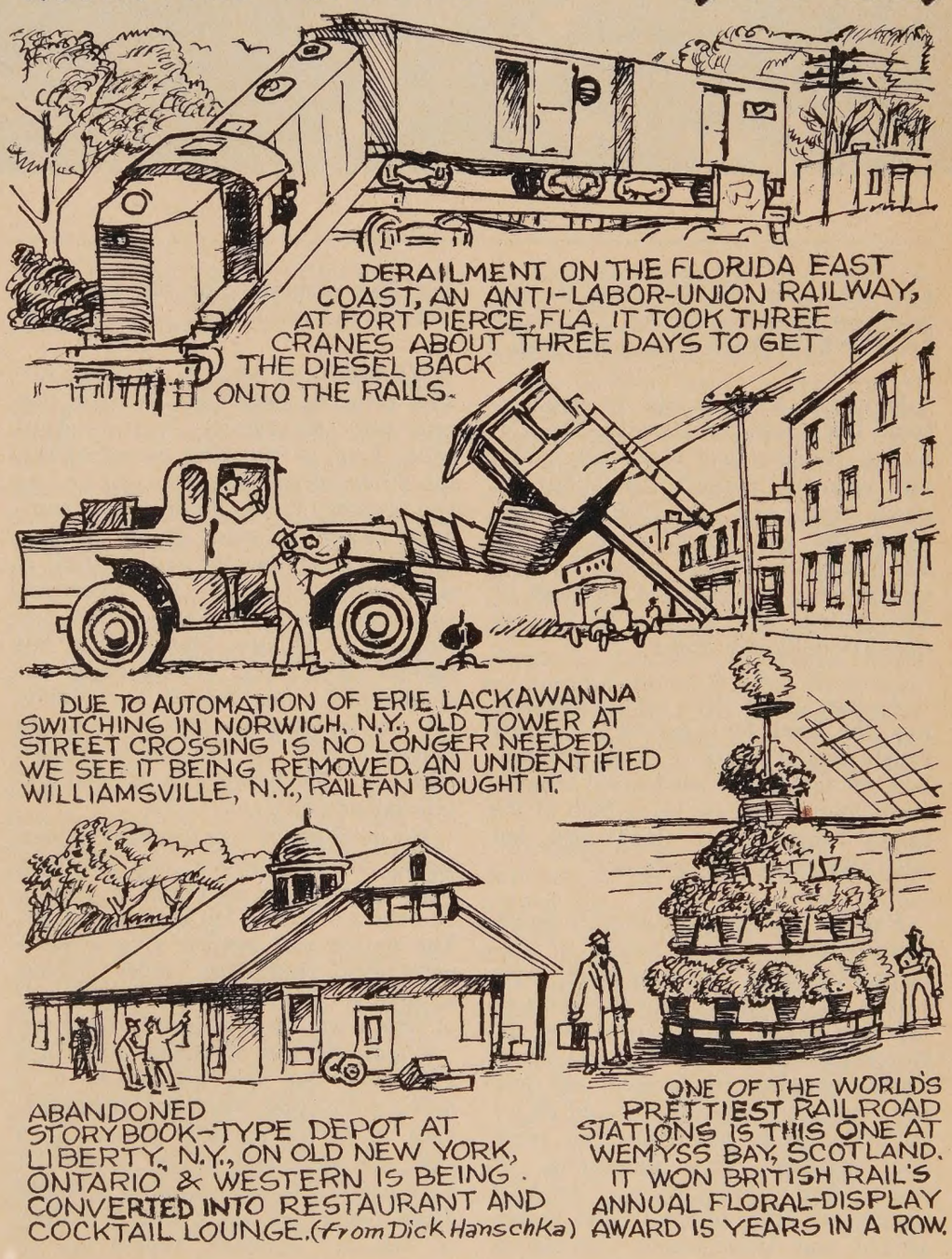
ALONG THE IRON PIKE **by Joe Easley**


DERAILMENT ON THE FLORIDA EAST COAST, AN ANTI-LABOR-UNION RAILWAY, AT FORT PIERCE, FLA. IT TOOK THREE CRANES ABOUT THREE DAYS TO GET THE DIESEL BACK ONTO THE RAILS.
DUE TO AUTOMATION OF ERIE LACKAWANNA SWITCHING IN NORWICH, N.Y., OLD TOWER AT STREET CROSSING IS NO LONGER NEEDED. WE SEE IT BEING REMOVED. AN UNIDENTIFIED WILLIAMSVILLE, N.Y., RAILFAN BOUGHT IT.
ABANDONED STORYBOOK-TYPE DEPOT AT LIBERTY, N.Y., ON OLD NEW YORK, ONTARIO & WESTERN IS BEING CONVERTED INTO RESTAURANT AND COCKTAIL LOUNGE. (From Dick Hanschka)
ONE OF THE WORLD'S PRETTIEST RAILROAD STATIONS IS THIS ONE AT WEMYSS BAY, SCOTLAND. IT WON BRITISH RAIL'S ANNUAL FLORAL-DISPLAY AWARD 15 YEARS IN A ROW.

July 14, 1962. Nacional de Mexico train No. 306, a mixed train heading westward, is seen near Apizaco at 8:30 a.m. on its daily run from Puebla.
Photograph by Elmer Treloar

gor, Me. (pop. 50,000) have no rail passenger service whatever. *The Train Sheet* (NRHS chapter, Tacoma, Wash.)

Should U.S. railroads be nationalized? Let's consider Canada. The Canadian National and Canadian Pacific are virtually parallel operations of about equal size. In 1969 the CN, which the government owns, had a $29.2 million deficit, while the privately-owned CP had net earnings of $35 million and actually paid more than $19 million in taxes!

As part of its 1971 capital expenditure, the Santa Fe is getting 2,550 new freight cars at a cost of about $50 million. Of these, 400 mechanical temperature control cars are being built at the road's Topeka Shops. That's fine, but what about new passenger cars?

Reports of a Long Island train wreck recently (caused by a vandal or saboteur who threw a switch) gave, along with a picture of the switch, details of how the switch was thrown, how the switchbox was broken into, and where similar switches are located, and told how very, very difficult it would be for the railroads to guard all their track and switches. Very interesting, of course. And newsworthy. . . . Yet such reports are little different from underground and aboveground publications that give diagrams for bombs, insurrections and revolution. ●

MEXICO. It was a pleasant surprise to find Tom Walsh's feature story on Mexico in your April issue. I am a traveling correspondent for *Ferronales*, NdeM's magazine. As you probably know, Pullman as a company ceased to exist in my country last December, but the service itself is still carried on under the ownership and management of Ferrocarriles Nacionales de Mexico. Shortly after this change- took place, NdeM began air conditioned, reserved-seat, reclining-seat service between Mexico City and Huevo Laredo on the *Aguila Azteca*, trains 1-2, and between the capital and Guadalajara on trains 11-12.

No more of the retired steam engines stored at Huehuetoca are for sale. After going there on behalf of would-be buyers, I had to tell them this news. The unions and historic groups got a permanent restraining order against scrapping or selling these engines, all of which will be displayed somewhere.

I took pictures of engine 650, class E-1, while she was being used in a movie production, *Rio Lobo*, at Cuernavaca. Built by Baldwin as one of a kind, she went into service in 1901. I have nearly finished compiling a NdeM diesel roster and am writing a history of Mexico's railroads. Would like to hear from readers having *Official Guides* prior to 1950 who will send me Xerox- or photo-copies of all pages pertaining to Mexican railways.

Also, I am organizing short, non-profit, week-end fantrips originating and terminating at Nuevo Laredo. We will leave that city at 6:52 p.m. Saturday on the regularly scheduled *Aguila Azteca* eastbound, in special cars, arriving at Carneros very early Sunday morning. After breakfast, the fantrippers will be transferred to a steam-powered extra train, which will leave 9 a.m. for Concepcion del Oro. These will be package tours, including meals, priced below $49, each trip requiring 100 passengers, with two safety-railed flatcars for camera fans. Proposed dates in May, June, July. Further details from Victor Teach, Apartado 4048, Monterrey, Nuevo Leon, Mexico.

Add to Mexican steam on display Ferrocaril Pacifico O-4-OT No. 4, 3-foot gage, at the Hermosillo, Sonora, depot. Also 2-8-0 No. 70, same road, in city park at Empalme, Senora, and Ferrocarril Sonora-Baza California 2-8-0 No. 2702 at the Benj. Hill, Sonora Oual, railroad station. FC-BC 2-8-0 No. 1344 at Mexicali may be put on display, but when? Chihuahua Mineral Ry. No. 6, the Porter, will go on display at Santa Leulalia, Chihuahua. The Coahuila & Zacatecas has its No.

10 polished up in the roundhouse Saltillo for stand-by service while No. 9 serves as a stationary boiler. Steamers 2, 3, 7, 8, and 11 are rusting away at Satlillo, their fate apparently sealed. No. 7 is a 4-6-0; the others are 2-8-0's. —Art Anderson, P.O., Box 364, Stanton, Calif. 90680. ●

OUR MARCH ISSUE. The 'unidentified' girl shown on page 35 is my daughter Jeanne. Thanks for printing her picture.—L.A. DeMatteo, 4 Amherst St., Danvers, Mass. 01923.

An item on page 11 said, "We don't know of any pay-cars preserved." But there is one, reports A. Hamilton. An 1883-vintage car from the Northern Pacific belongs to the Puget Sound Ry. Historical Assn., P.O. Box 3801, Seattel, Wash. 98124, and can be seen on the trackage at Snoqualmie Falls. It arrived at Puget Sound Railroad Museum in 1968 and has since been run behind 3 of the museum's 16 locos.

Depot photo on pages 14-15 is beautiful. Both order boards are set to clear in all four directions. Maybe those signals were no longer in use when Elmer Treloar made the picture, judging from what appears to be a light signal to the rear of C&O train 12.—Charles Knudsen, 4309 N. Paulina St., Chicago, Ill. 60613.

Trolley seen on page 12 runs on the Pittsburgh Railways, several readers tell us. Ken Bowen of Fairview, Pa., adds: "Engine 10 is shown on page 9 all right, but where is the fantrip your caption mentions?"

Your Feb. cover was a bit foolish but March was terrific. Furthermore, March issue carried only 5 non-rail ads. A year ago there were 30, some pretty stupid.—R.E. Fisher, 230 Pembroke St., Kingston, Mass. 02364.

Regarding the photo of Long Island engine 38 on page 17, four readers tell us that her original number-plate, 39, wasn't lost or stolen but was given to Brooklyn Dodgers star Roy Campanella because he wore that number on his baseball uniform.

Your *Passenger Train Survey* stated, "Back in the twenties, 20,000 trains were busy carrying people." You fellows make me sick. We're living today in the 1970's. Stop telling about the past. Forget the wooden boxcars, wooden coaches, etc. But I love your photos of pretty girls, God bless them! —Charles W. Brown, 2212 Hazlett Ave., Wheeling, W. Va. 26001.

Lake Shore Electric car 180 (photo on page 64) ran only between Toledo and Cleveland, not to Cincinnati as your caption stated.—Frank Murphy, Indianapolis, Ind.

Caption on page 19 said, "We wonder what is in the package she is carrying?" I, for one, couldn't care less, but I am sure many thousands of readers are dying to find out. They could write the photographer and ask him. He probably knows, because he knew the girl's name. Now that I think of it, since you insist on printing so many shots of females, why not drop rail subjects entirely?—Ed Fulcomer, P.O. Box 1004, Canon City, Colo. ●

BERT PENNYPACKER'S fine article on Santa Fe steam (Feb. issue) delighted me because I often had the pleasure of operating such locomotives, although I didn't achieve enough seniority to hold a regular assignment until after they had been tragically destroyed.

I wish Bert would do a feature on the Union Pacific's 4-8-4's. They were not as heavy as some Santa Fe types, but were among the greatest in their class. I made several trips behind those engines between Los Angeles and Omaha and I remember standing in a car vestibule listening to the stack talk from one of them storming up through Weber Canyon. Even though I'd often heard similar music in Cajon Pass, with my hand on the throttle of a Santa Fe 4-8-4, I thrilled to the UP sounds. The pace is faster through Weber Canyon because Cajon's grade is steeper.

Also in Bert's article I noted the pix of the 3834, which had been washed down a ravine 150 feet from the track and buried, with the crew. Several days passed before the bodies were recovered. Although I love steam, I must admit that in some areas the diesel does a better job; but in certain respects modern steamers could surpass the diesels for economy and over-all efficiency. Despite propaganda about the harmful effects of sulfur from locomotives burning coal, it never created any smog that I knew of.—F. H. Sutton, 2967 Glenn Ave., Los Angeles, Calif. 90023.

Pennypacker's feature on steam switchers in the East (March '71) intrigued me. At Columbus, Ohio, the Pennsy used the ponderous C-C1 0-8-8-0 type in hump service. The Erie had somewhat similar engines, Camelbacks, which pushed heavy coal drags out of Scranton, Pa., and helped to make up trains. The Pennsy also used its big Il's as pushers and for switching some hump yards. One hauled a ballast train on the New York & Long Branch. After her load of crushed rock had been spread under and around the ties, the huge 2-10-0 climbed on top

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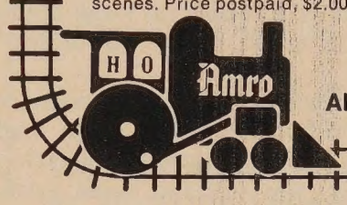

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r

and her engineer opened the throttle. While slipping, the engine stamped her feet good and hard. That settled the ballast just fine.—Dick Hanschka, 81 Kenwood Circle, Bloomfield, Conn. 06002. ●

COUNT me among those who think your rail-girl photos are superb—keep them coming!—J. O'Connor, Sea Cliff, N.Y.

Jim Edmonston comments on our April cover: "Beautiful! Those three new GP-38's were on their first run over the Burlington Northern. The first two units were consecutive, 2076-2077. SP&S ordered the GP-38's as its 200-205, but they were delivered post-merger in BN colors as BN 2072-2077; built by EMD, with 2000 hp, winterized cab (bulging windows) and Farr-Air paper air filters (see roof projection behind cab). All that the cover photo lacks is a couple of Virgil Staff's girls in the water below the bridge."

I am renewing my subscription to *Railroad*, although I think Virgil Staff is working for the wrong magazine. Fortunately, you still run some excellent photos in which the engine is the focal point.—Tom Cairns, Rice, Minn.

More power to the lovely ladies who grace your pages!—William A. Mammosser, 1600 Elmwood Ave., 506-5, Rochester, N.Y. 14620.

No one likes to look at shapely figures more than I do, but I don't want girlie pictures shoved into my face at every turn. Why spoil a good magazine by going overboard to please a few morons?—Curtis Smith, West Haven, Conn.

I have been buying *Railroad* for about 35 years, but will stop doing so if you ever eliminate steam pix or fiction stories and devote all your space to technical articles, diesels, and overseas railroading.—Robert Farricy, 1017 Westmoreland Ave., Syracuse, N.Y. 13210.

Only two subjects are worth taking pictures of, trains and girls.—Arthur Ress, Barstow, Calif.

As a long-time reader of *Railroad*, I can't complain about anything in it, espeically not your good-looking girls.—Charles Crandall, 226 W. Masslink, FSC, Big Rapids, Mich. 49307. ●

BEFORE I was 18 I began firing on the Algoma Central & Hudson Bay out of Sault Ste. Marie, Ont., Canada. The minimum age for firemen was technically 21, but the road needed men so badly that I evaded the age limit. In those days engines had no air doors or electric lights. Several times when I was trying to fix the fire, my engineer kicked the door shut on me, saying he couldn't see ahead because of the glare made by the fire. I failed to understand why he didn't open his window and poke his head out, as other runners did.

After working for almost a year, I felt sure I could keep up steam as well as any other tallowpot. One night in 1917, while bucking the spare board, I was called for an extra north at 10 p.m. We had a Montreal-built 2-8-0, No. 52, a good steamer, which pleased me very much. She had just come out of the shops; you could smell fresh paint all over her.

The road's grades were so steep that engines descended with the throttle closed and you needed several train-brake applications to keep the train under control. By the time you reached the bottom of a hill your fire was low. You had to get busy on it for the next grade, usually about a mile from the point where the engine started to work steam again.

On the night in question, my old hogger, John Cleminson, known as 'Windy John,' kicked the fire door shut on me for the third time, landing me up against the boiler head with coal flying all over. I had thought at first it happened because the door catch was worn and the 2-8-0 rolled so much, but on the third occasion I saw him deliberately kick the door shut and I realized then why Windy had a reputation for being mean to his firemen.

I was mad. I sat on my seatbox and stayed there, leaving the scoop still on the deck. As we started up the hill, Cleminson really got after me. Naturally, we couldn't go far on a poor fire.

"Have you quit work?" he shouted, adding a few nasty insults.

"Yes," I said boldly, "until you open that fire door and from now on keep your hands and feet away from it."

He arose then and opened the door. Thereupon I picked up the scoop and resumed work on the fire; but it was now too late and we stalled on the hill for lack of steam at milepost 82, two miles north of Batchewana section house. Another freight was running close behind, so my hogger whistled out a flag.

Soon I had her hot again. However, we had a heavy train and this hill was the ruling grade on the division. Windy tried hard to start, but couldn't. To make matters worse, it began to rain. Our conductor came up to the engine and ordered us to double the hill. So we proceeded up the grade with only half of our train, which we took for about six miles before returning for the second half. The train following us was standing behind our van (caboose). It

had the same trouble we'd had, being unable to start. After a few minutes' delay we coupled our train together and both trains got under way again.

While all this was going on, neither Windy nor I spoke a word except for signals, and we did not mention the episode afterward. I made many trips again tried to shut the fire door on me. with the same hogger, but he never I am retired now and old John Cleminson is dead—God rest his soul!

One thing more, I like the rail-girl pictures in your magaznie; keep them up.—W. Wilford, Box 711, Wawa, Ont., Canada. ●

OLDTIME brass pounders, like myself, remember when each rural telegraph office had its own glass battery jar filled with a vitriolic copper mixture that furnished power to telegraph instruments. Sometimes the operator's wife would put these large, heavy jars to household use in their living quarters above the depot. For instance, at Broad Pass, Alaska, during the winter I was slinging lightning for the Alaska Railroad, my own wife, Wilma, stored sauer-kraut, dill pickles, and birch syrup in such jars; and some telegraphers made wine or beer in them.

One time, after Wilma had set a half-empty jar of birch syrup in the back yard to cool overnight, we were awakened by the howling of the half-dozen malamute sled dogs around the camp. They seemed to be having a fit. We slipped into warm clothes, grabbed flashlights, and ventured out, to find that a half-grown grizzly bear cub had the jar over his head and couldn't get it off. Meanwhile, the sled dogs were snapping at him viciously. This atracted an old female grizzly, and within a few minutes that back yard was, indeed, in an uproar!

The dogs kept running the old bear off, but she kept coming back, while the cub just couldn't go anywhere. I finally managed to tie up the malamutes and keep the adult bear at bay with rocks and flashlights. Then I maneuvered the cub under the woodshed, climbed up with a 22-calibre pistol, and adroitly shot the glass in such a way that it broke in pieces without injuring the cub. The latter quickly disappeared. Meanwhile, the dogs were frantic. If the big bear had attacked them, I would have gone indoors for my rifle and shot her.

I wonder how many oldtimers, now retired as I am, recall those battery jars? Some roads used small round jars; the Alsaka has large square ones. —George J. Gale, 2527 Buker St., Olympia, Washington 93501. ●

AFTER serving as an engineer in India in the 726th Railway Operating Battalion and returning home, I was promoted from fireman to engineer on the Clinchfield. Another war veteran, Guy Carpenter, newly promoted like myself, was given a transfer run from Kingport to Frisco, Tenn., delivering freight cars to the Southern Railway and bringing back whatever it had for the Clinchfield. As the main line was used for this run, five miles each way, train orders and clearance cards were required. Our engine was an H4 class 2-8-0. She ran in reverse to Frisco and forward on the return trip.

Guy and the crew, with whom I had been working, made it over to Frisco okay, set out their cars on track 1, and backed onto track 3, this being the track on which the Southern made deliveries to the Clinchfield. As they were charging their train-line and the conductor was walking alongside the train, listing the cars, Guy asked his fireman, Milt Horton, to re-read their orders aloud. The new hogger appeared to be nervous. Milt turned on the light above Guy's head, held the tissues up to it, and read the following from the "19" tissue:

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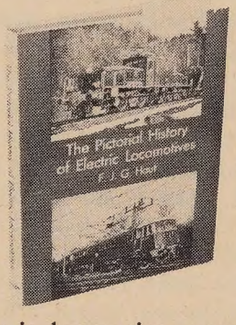

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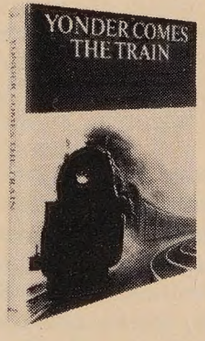

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RAILROAD RECORD CLUB

Hawkins, Wisconsin 54530

Train order No. 13, dated Jan 13, 1947. To C&E Extra 313. Engine has until 2.30 am to run extra Kingport to Frisco and return, keeping clear of all 1st and 2nd class trains. Signed WJH (W. J. Helms) chief dispatcher. SO Johnson opr made complete 1:14 am.

Upon hearing this order read to him, engineer Carpenter suddenly fainted. The fireman thought he had suffered a heart attack and ran back along the train to get the conductor. The two men hurried up to the engine cab. The conductor said they must get Guy to a hospital as quickly as possible. Rushing to the Southern operator's shack, he told operator Charles Farmer what had happened. Charles then phoned the Clinchfield dispatcher and told him the same. DS said he would hold all traffic at Kingport and Waycross, north of Frisco, and instructed the fireman to bring his engineer back to his home city in a light engine, with the conductor firing for him. An ambulance would be waiting at Kingport depot.

The dispatcher's orders were carried out quickly. The ambulance rushed Guy to the hospital, where he was treated and soon released. No one ever knew whether or not he had actually suffered a heart attack or if fear had gripped him as a result of some terrible war experience. At any rate, the incident ended his rail career. Guy's run was advertised as open; I bid in and got it. Walt Horton fired for me for a long time thereafter. Could Guy have been so superstitious that he swooned and later quit railroading because there were "too many 13's" in that train order? I wonder. Today he, Horton, and Johnson are no longer among the living.—Lynn G. Lowe, 321 Lakecrest Ave., Kingport, Tenn. 37663.

Another unusual train order, dated June 5, 1970, was issued to C.&E. of No. 434 and 444 by Frisco chief dispatcher JED at Tulsa, Okla., and operator Cobb at Oklahoma City:

Arrange stop your train or switch engine at 2:01 pm date for two minutes in memory of the loss of four train employees at Alister Oklahoma June 3. HOB

This order was issued for the information of all Southwestern Division train crews, based on a fatal accident involving train 434 en route from Quanah, Texas, to Oklahoma City with 86 cars loaded with corn, wheat, and potash. Rounding a sharp curve, the train ran into seven covered hopper cars. The only surviving crew member was the conductor, alone in his caboose.—Edmund Lee Burbage, 7818 S. Miller St., Oklahoma City, Okla. 73159.

OVERSEAS. Last of the steam locos in ordinary service disappeared from Norwegian State Railroads last summer, when an Oslo builder delivered 20 new electrics of 6900 hp. Many of our old steamers are stored in roundhouses, waiting to be scrapped or preserved. In all, about 80 steam locos were built in U.S.A. for Norwegian railroads, including state and private lines. All were Baldwins except two Alcos and two H.K. Porters. We also had engines from England, Scotland, Germany, Sweden, Italy, Switzerland, Austria, and works in Norway itself. Will some reader tell me how many Union Pacific "Big Boys" are preserved, and where?—Ralph Wilson (age 18), V. Torvgate 17, N 500 Bergen, Norway.

The streetcar and later the subway have given Berlin effective mass transportation for 100 years, except during World War II when both were destroyed. To honor the modernization of its present system covering 6½ miles, West Berlin has issued six new stamps. Pictured on them are a municipal railroad car of 1932, a modern subway train, a suburban railroad train, an 1890 streetcar, a horse-drawn streetcar, and a 1950 tram. ●

BRITAIN HEARD FROM. *Railroad Magazine*'s fiction stories are very enjoyable; we have nothing like them here.—Stanley Ball, British Rail clerk, 211 Ward End Rd., Birmingham B82QY, England.

Did you know that a British Rail signalman in London tied up the line for two hours? He'd had enough of his relief coming in late. One day when the fellow phoned in to report lateness again, the signalman worked until his regular quitting time; then he set all signals on red, put on his coat and hat, and went home for the day. Two hours passed before a relief man could be found to permit the trains to resume operation. Presumably the late man was fired.

A veterinarian told Walter Spry, the British Rail's chief clerk at Okehampton in Devonshire: "Your dog is paralyzed and incurably ill. You must have him painlessly put to death." Walter refused, saying, "I shall cure Sandy, my Golden Labrador, with kindness." Because the dog had contracted distemper and hadn't been vaccinated against it, the vet said the disease would be fatal. But for two hours or more each day, on arriving home from work, Walter massaged his paralyzed animal's legs and back. This he did faithfully for six months. Now Sandy can walk again! The railwayman says, "I couldn't let him die."

West London has a pigeon which rides the subway with the aplomb of an experienced commuter. He was up

and around the other day before dawn. As the Circle Line train stopped at Kensington High Street the bird walked solemnly into the smoking car with two other passengers. He scoured the car from end to end for bits of peanuts and potato chips among the cigarette butts, even searching under an occupied seat. Then at Gloucester Road he strolled off as casually as he had entered.

There's a drive underway to equip British locomotives with headlights, because the trains are nearly invisible at night, sometimes causing death to railway workers whose duties take them onto the tracks in hours of darkness.

The opening day of Canton diesel depot in Cardiff, Wales, drew 1,000 or more railfans and other visitors, who walked about fitting shops and repair facilities, rode locomotive cabs, drank tea, munched sandwiches, and "talked shop" with genial railmen who proudly explained the latest devices. They also watched British Rail film shows and inspected model live steamers and trolley cars built to scale.—John Drayton, retired engineer, 13 Sycamore Rd., Griffithstown, Pontypool, Mon. NP4, SAL, Great Britain.

BRITISH RAIL commuters at Beckenham Hill station near London know a gem when they see one. The gem is Yahaya Bahari, Malaysian-born porter who long tended Beckenham Hill like his own home. He kept the depot and platform immaculate, decorated it with potted plants, always had a cheerful smile, and even handed out Christmas cards. That is not exactly the routine you find at American railroad stations.

One day a careless commuter rudely dropped an empty cigarette package on the spotless platform. The porter grabbed a sickle and took off in hot pursuit. This outbreak of rage brought no harm to the commuter but resulted in Yahaya's transfer by railroad authorities to a busier station where he could be more closely supervised. Now 1,000 commuters at Beckenham Hill have signed a petition to win their porter back. And we hope they get him.

STEVE MAGUIRE'S "One-Town Interurban Line" interested me because my father, James Strong (1842-1908), was president of the Bristol Belt Railway in 1901-1902. As a boy, I remember Ben L. Dulaney. An uncle of mine lived in Bristol, Tenn., when State Street was brick-paved but most other streets needed the stepping stones mentioned in Steve's article. In about 1902 my father took me to the Jackson & Sharp car-building plant to look over some new streetcars built for the Belt Line. I was allowed to push a button on one platform, which rang the warning bell for the motorman.—James Strong, 116 E. Montgomery Ave., Ardmore, Pa. 19003.

WHILE working as an express messenger on the Great Northern between Willmar, Minn., and Sioux Falls, S.D., I had an unusual experience. I had picked up a fat sow in a wooden crate and was deadheading from Willmar to Minneapolis and St. Paul, sleeping on a bedroll and a cot. Suddenly I woke up. The hog had broken out of its crate and was grunting beside my cot! Jumping from the bedroll, with the animal in pursuit, I ran to the front end of the express car and pushed a large box in front of me. This detained the sow for a moment, giving me time to flee into the car ahead. When the train stopped at Minneapolis, a brakeman helped me get the hog back into its pen, which we repaired temporarily.—Elmer Lange, 1762 Turquoise Trail, St. Paul, Minn. 55111.

RAILFANS. A railroad buff for over 60 years, since age 12, Tom Taber, 43 Hillcrest Rd., Madison, N.J. 07940, suggests we publish a seniority roster of railroad buffs of 50-plus years standing. Okay, we'd like to print names, addresses, and very brief comments from all who can qualify.

E. P. Alexander, formerly on our editorial staff and more recently one of our *Interesting Railfans*, is writing another book, this one on Civil War railroading. Almost everybody we know seems to be doing a book of some kind. Two of Alexander's are paperbacks, 8½x11", selling at $1 each. One is *Pennsylvania Railroad Locomotives and Cars, Stations, Bridges, and Structures* (information and data book), 25 pages. The other is *Locomotives, Cars & Structures: U.S. & Canadian Railroads* (a catalog of scale drawings, 1830's-1950), 28 pages. His address is Upper River Rd., Box 333, Yardley, Pa.

I am copying on color slides all the pre-1960 *Railroad Magazine* covers since 1929 and have 120 so far. Enlargements of them flashed on a screen are fascinating.—James Marcus, 3058 Livingston St., Cleveland, Ohio.

Influenced by Mike Eagleson's article in your magazine on present-day steam in Germany, I am planning to go there this May or June before all the steam is scrapped.—Alfred Bennett, 317 E. 196th St., Bronx, N.Y. 10458.

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Shay No. 5 works hard to pull Cass Scenic Railroad train up mountain grade near Cass, W. Va., on hot August day in 1968.
Richard J. Allen, 14 Ethel St., MR 99, Binghamton, N.Y. 13905

Canadian Pacific passenger loco, just off train 154 from Montreal, is being refueled at Quebec engine terminal (1966).
Gerry Burridge, P.O. Box 152, Pte. Claire-Dorval 700, Que., Canada

photos, I have had an enjoyable correspondence with nearly 100 people. The other night I attended a Michigan Railroad Club meeting at which Burlington Northern movies were shown, followed by talks by two BN men who bragged about their road at great length. I asked: "With all this progress, how come the BN's earnings went into a tail spin last year and the dividend was cut in half?" The speaker blamed wage increases and Penn Central troubles, but I reminded him that the Southern Railway, with the same problems, reported record earnings for the same year. Sitting directly behind me, a brass collar commented audibly that the speaker hadn't expected such a question from that audience.—Elmer Treloar, Highland Park, Mich.

I have about 1,500 color slides of railroad depots taken mostly in Wisconsin, Iowa, and Minnesota, one of the largest of its kind. A friend of mine is preparing an illustrated article on this collection for the Wisconsin Historical Society magazine.—A. Robert Johnson, Twin City Mobile Court, Rte. 1, Box 234, Chippewa Falls, Wis. 54729. ●

BOOMER. Born in 1858, my father was a boomer if there ever was one. He kept a record, with dates, names, places, and salaries, of 56 jobs he held, most of them dispatching on big roads in the Midwest. He began on the Frisco in Oct. '80 at Jerome, Mo., earning $30 a month. Last job on his list was on the International & Great Northern at Houston, Texas, $250 a month, ended in Aug. 1917. The only non-railroad work recorded during those 37 years consisted of about a year of farming, three months in the insurance business, and about four months at the Chicago World's Fair in 1893, duties not specified. The major part of his life was spent booming on a long list of railroads. He died in 1942.

I was born in 1885 and left home at age 17. From 1904 until 1920 I had a colorful career with circuses; but instead of moving every few months as my father did, I moved almost every day. Among the shows I worked for were Howes Great London Circus, the Van Amburg, and the Hagenbeck-Wallace. During those years I journeyed just about from one end to the other of every major rail system in the U.S. and Canada. Your April '56 issue told about a big train wreck I was in. Then in 1920 I quit the big top to play in vaudeville orchestras, but continued to travel. I have a stack of railroad timetables a foot high and a pile of Pullman receipts several inches thick. —W. Hope Tilley, 1800 Lavaca St., Austin, Texas 78701. ●

Coming Events

April 24-25: Railcon '71 at Spokane, Wash., Ridpath Hotel, incl. banquet, discussion of Burlington Northern in transition, tours of BN yards, model layouts. Contact Gerald Quinn, North 7222 Valerie, Spokane 99208.

April 24: Fantrip from Grand Central Terminal, New York City, to Pittsfield, Mass., and Chatham, N.Y.; photo stops, movie run-by. Fare, $17.95 to April 15, $19 thereafter, $12 for kids under 12. Contact Railroad Enthusiasts, New York Division, Box 302 Hasbrouck Heights, N.J. 07604.

May 1: Diesel fantrip, London to Goderich, Ont., on Canadian National, $10. Write trip committee, Forest City Ry. Society, Box 4485, Sta. C, London 31, Ont., Canada.

May 2: Air-conditioned trolley trip on SEPTA using car No. 2165. Ride over entire rte. 50, 53, and parts of Old York Rd.; woman trolley operator; cost, $6 before April 12, $7 thereafter. Contact Robt. Epstein, RR Buffs Assn., 117-14 Union Turnpike, Kew Gardens, N.Y. 11415; trip meets 10:30 at westbound Erie Ave., Broad St., North Philadelphia.

May 6-7-8: 25th "Silver Anniversary" reunion of 752nd Railway Operating Battalion, Co. C. Veterans of World War II railroading in England, Belgium, France, Germany (and Claiborne & Polk Military Ry. in Louisiana). Get-together at The Read House, Chattanooga, Tenn. Write E.V. Glass, 110 Berwyn Ave., Buffalo, N.Y., or J.P. Cella, 501 E. Iris Drive, Nashville, Tenn. 37204.

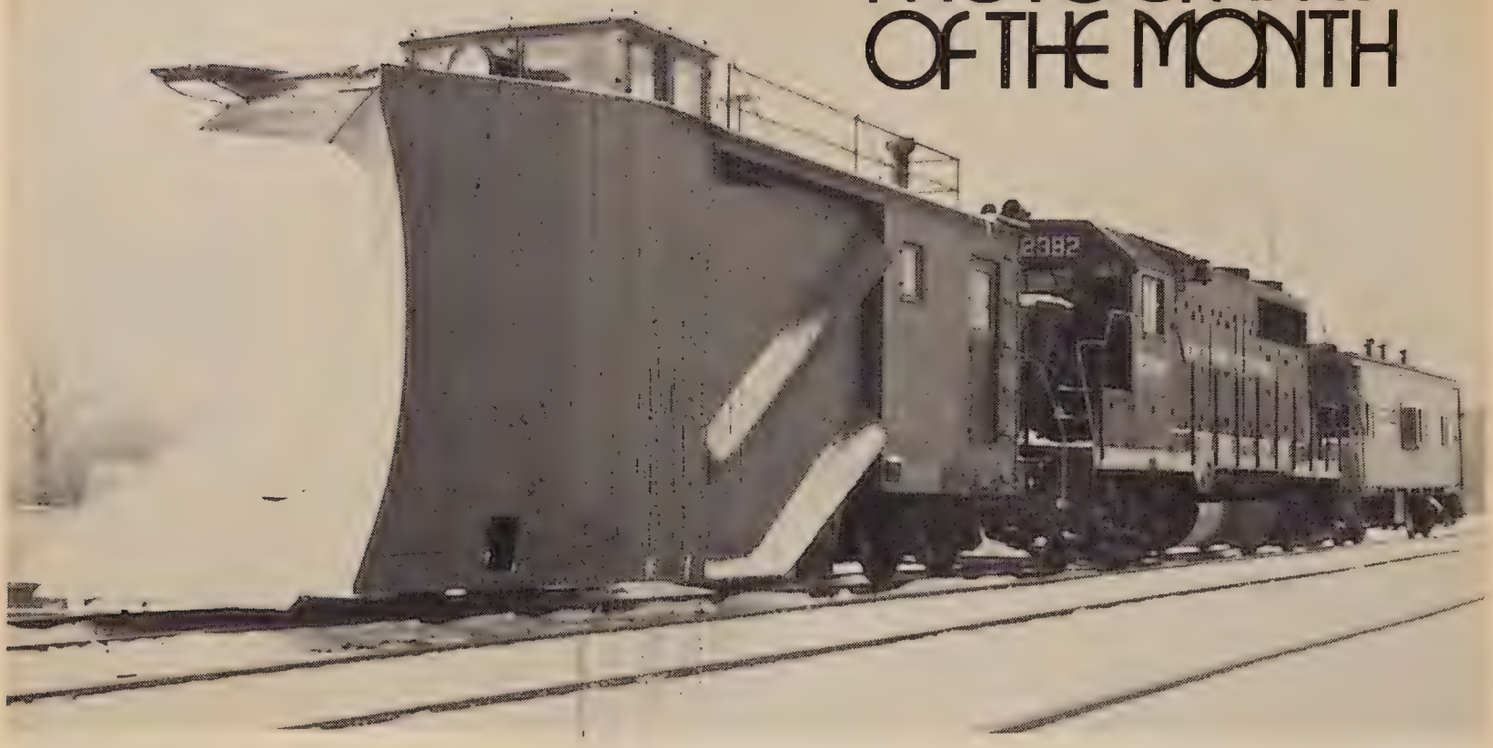
May 15-16: Steam fantrip, Sheffield to Huntsville, Ala., in cooperation with Southern Railway. For details, send an SSE to North Alabama Railroad Club, P.O. Box 47, Tuscumbia, Ala. 35674.

May 27, Aug. 16, Sept. 2: 18-day railfan tours of England or Continent; lv. New York and Montreal; visit ry. museums, tourist roads, narrow-gage lines, etc.; cost, $689 incl. transport, hotels, escorts. Write Treasure Tours Intl., 1010 St. Catherine West, Montreal 101, Canada.

May 28, Sept. 3: Steam Safari through Germany, Austria incl. Cologne, Coblenz, Regensburg, Vienna; cost, $750, incl. hotels, transport. Contact Madison Travel Bureau, Box 270, Madison, N.J. 07940.

May 31: Philadelphia chapter, NRHS, sponsors streetcar trip on SEPTA over rtes. 6, 23, 50, 53, 56; lv. 10:30 from Old York Rd. and Erie Ave.; cost, $6.50 before May 15, $7 thereafter. Write Box 7302, Philadelphia, Pa. 19101. ●

PHOTOGRAPHS OF THE MONTH



On December 17, 1968, a major snowfall in western Massachusetts forced Penn Central to run a snowplow extra on its Springfield Division. Shown here at Pittsfield is winged snowplow X-604, an ex-NYC GP35, and a bay-window caboose.

Jack Armstrong, 197 North Summer St., Adams, Mass.

Bud Rothaar, 757 Pierpont St., Rahway, N.J.

Unusual night shot of Nickel Plate 759 at Harrisburg, Pa., enginehouse facilities, Sept. 10, 1970. Moon appears as an oval due to 14-minute time exposure. City lights of Harrisburg in the distance form a halo around the engine.

Los Lunas, N.M., depot on the Santa Fe, said to have been built in 1879, is one of the oldest operating stations on the system. In this view, taken last summer, agent J. A. Carabajal stands at the left while Judy Greene, of Belen, is about to enter the antique interior.
Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

Impressive Sights Like
This One You Will
Never See Again

She's a Big Girl Now

This is how the little girl who posed for the Chessie calendar in 1956 looks today. Now nineteen, Barbara Bartholomew, a student at the University of Arizona, hardly remembers the day when she sat for the artist, Francis Chaney. Barbara is an expert swimmer and loves animals; she has three pet cats.
Courtesy of Chessie News, C&O/B&O Railroads

This is what it all looked like in the heyday of steam: Canadian National's busy engine terminal on Spadina St., Toronto.
Elmer Treloar, 101 California St., Highland Park, Mich. 48203

Both train pix from collection of Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018

B&O 5600, the *George H. Emerson*, class N-1, pictured near Chester, Pa., in 1937.

◀ **B&O's once-famous *Capitol Limited* is shown ready to pull out of Chicago's Grand Central Station for a fast run to the eastern coast.**

Steam Days on the Baltimore & Ohio

This superb giant of the rails, class EM-1, 2-8-8-4 No. 676, photographed in July, 1958, in the Bentwood, W. Va., yard, eventually became the last steamer of the B&O roster. She was finally scrapped in 1960.

Paul B. Dunn photo in the collection of Lt. j.g. Jay Potter, United States Navy, USS Sampson (DDG-10), FPO New York 09501.

What is odd about this Southern Pacific train? Photo was made Jan. 25, 1971, but SP hasn't had cupolas for years and its cabooses have always been painted boxcar red! Actually, SP is shown using a Union Pacific bright yellow crummy on a freight train about to enter the Oakland yard.
Ted Wurm, 122 Monte Vista Ave., Oakland, Calif. 94611

Railfan watches SP 124-ton, 1200-hp EMD unit 2278 switching near Fremont, Calif.
Photograph by Virgil C. Staff

Milwaukee Road E45-BCA rests between assignments at Avery, Idaho, west end of the Rocky Mountain electrification on June 25th, 1970.
Donald Dietrich, 9508 15th Ave. N.E., Seattle, Wash. 98115

Mechanic R. F. Callendar is bending piece of steel on home-made press powered by air-pump from old steam loco of Los Angeles Harbor Belt Line at Wilmington, Calif. Press is operated by the independent brake valve from another steamer. LAHB stopped operating steam locomotives 15 years ago. Photo made in 1971.
Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

Elmer Treloar, 101 California St., Highland Park, Mich. 48203

East Broad Top northbound narrow-gage train No. 3 arrives at Saltillo, Pa., a picturesque village.

ONE of the most interesting electric lines to spread its shining steel network across the American countryside was the Cincinnati & Lake Erie, a combination roadside trolley, long-haul carrier, and city streetcar system. The management raced its brightly-colored, high-speed cars against airplanes and supercharged autos to promote public interest and build revenue. It dispatched steel freight motors to Indianapolis, Cleveland, and Detroit over connecting rail lines in an effort to reach and develop distant commerce. And it committed its passenger service to three round trips a day between Cincinnati and Detroit, longest scheduled interurban run in history.

C&LE was also a company of "ifs." If it had developed an access route to downtown Cincinnati, if it had not been plagued by excessive street running nor subjected to the disastrous publicity of several fatal accidents, and if it had not lost most of its big freight connections, the C&LE might have fought off the seemingly inevitable incursion of the intercity bus. But to a young boy like myself, the road held endless delights. I remember the excitement of watching a two-car freight train clatter through the streets of Dayton, fluttering white flags, its giant arc headlight piercing the gray of a cold winter evening. Or the Springfield terminal, its five tracks shaded by an overhang from the old brick building that enclosed a Victorian waiting room and the musty offices of the division superintendent's staff.

But best of all, C&LE ran the "red devils," those lightweight, single-unit, Cincinnati high-speeds that in 1930 many people regarded as the panacea for a sick and dying industry. The cars had just about everything to stir a lad's imagination. They were sleek, almost svelte, from gently sloping windshield to rear bumpers. They moved through the streets like furtive cats, only to explode in the more rural area. They were the fastest cars I have ever ridden; their speed on curves was almost frightening.

The parlor car interiors gave you a feeling of unreal elegence. I remember them as they were during the 1930's, amid the Depression, the bread lines, the decade when we grimly sought escape from the economic nightmare. The parlor lounges with their stuffed arm-

Collection of Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

Nos 31 and 40 of Ohio Electric Ry., a C&LE predecessor road, at Columbus, Ohio. This terminal was later acquired by C&LE.

I Remember the Old CINCINNATI & LAKE ERIE

by Jack Keenan

chairs, couches, reading lamps, floor-stand ashtrays, and "current magazines" offered a perfect temporary escape for the harried traveler.

For me Springfield, C&LE's junction city, held out a particular pleasure, namely, the old car barn on the west side of town. The predecessor company had used it for a main repair shop, but C&LE converted it to a carhouse for Springfield bouncing Birnies and the suburban car it sent on two daily round trips to Urbana, Ohio. But like any other old-fashioned car barn, you could find in the adjoining yards a random selection of equipment laying over for the night, held in reserve, or just sitting disconsolately on the junk track waiting to be dismantled.

Sometimes I would see a suburban car lazing tranquilly at the front end of the barn like a smooth-pelted dog napping in the sun. The freight sidings were cluttered with ancient line-cars, work motors, and trailers that the road had inherited from the old IC&E and the Lima-Toledo Railroad, their paint peeling away and hand-irons rusting. During the final days of operation, the little Birnies pathetically crowded each other on the scrap line, awaiting the cutting torch.

The freight motors, though, especially fascinated me. They were immense and powerful and, above all, seemed wholly indestructible. The fact that in later years they proved mortal and were capable of becoming, "sans" trucks, some farmer's tool-shed or other drab conversion was incomprehensible to me.

C&LE must have owned more than sixty box motors, some dating back to 1905. Excepting a group of steel cars specifically built and delivered to the new company in 1930, the road acquired its fleet from predecessor companies. They were, for the most part, wooden, double-ended, arch-roof cars, each capable of pulling several standard interurban freight cars. The freight motors were painted maroon, a sort of dark red, and lettered in gold. By the late thirties any resemblance to the original hue was accidental. The color was badly faded then, the sides of the cars streaked, and the lettering barely discernible. Like a prudent farmer in those days, C&LE did not waste money on paint.

Yet among my childhood recollections, one stand-

Southern Hills suburban car sits forlornly near Dorothy Lane, Dayton, in 1941.
Photos on this page from author's collection, 45 Fifth Ave., New York N.Y. 10003

Typical C&LE charter trip with passengers on Main Street, Dayton, Ohio, 1930.

C&LE publicity photo shows one of the famous "red devils" at Moraine, Ohio.

ing out the most vividly is that my father—the passenger traffic manager and advertising director for C&LE—harbored an intense dislike for anything that resembled a streetcar or interurban. And for an eight-year-old, hopelessly in love with the traction cars, that was hard to forgive.

My father is a gentle man, gifted with an open, intelligent mind. He did not start his C&LE career by hating interurbans. On the contrary, he accepted his new position with the fervent belief that the little railroad company would prosper. He came to it in 1931 from the Philadelphia Rapid Transit, where he had spent several years publicizing the city's streetcar system; and through his efforts C&LE also was to become highly publicized.

But as the early 1930's gathered dust, his enthusiasm for traction cars waned. He watched revenue-building ideas and efforts fail, one after another. He inaugurated two all-night trips between Cincinnati and Detroit at low prices in an attempt to get some hotel business and attract the "drive-away" men who drove the new autos from Detroit to the dealers along the main line.

The two high-speed cars assigned to the 300-mile trip usually made a scheduled meet at 2:30 a.m. in the Lima streets. It was a rare night when they did not pass each other virtually empty. The venture, unprofitable from the start, ended in 1932 when the Eastern Michigan Railway abandoned its main line, leased by C&LE from Toledo to Detroit.

For most transportation companies, charters provide good healthy profit margins. Not always so with C&LE. My father managed to promote the use of traction cars for a big National Cash Register Company outing during the middle '30's. To meet equipment requirements, the maintenance superintendent at the company's general offices and repair shops in Moraine reconditioned five old Ohio Electric center-door suburban cars that had been resting on a storage track.

C&LE handled the outing efficiently, but the auditor noted later that the revenue gained from it did not begin to cover the maintenance costs required to make the cars available. If my memory is correct, the old orange center-door cars disappeared forever shortly after the ill-fated charter.

The "mystery tour" was another device that C&LE tried during the Depression in order to utilize its equip-

Few shots were taken of C&LE freight trains. This was on mainline south of Dayton.
Collection of Jack Keenan

ment more and increase revenues. The tour was a "mystery" because the passengers didn't know their destination. It was publicized and operated mostly from Dayton, where adventurous riders would assemble early on a Saturday morning at the old interurban station, Third and Kenton, to board a freshly scrubbed, high-speed, parlor car.

The station agent would give a short talk describing the wonders of the trip, solemnly proclaiming that the motorman alone knew their destination and had been sworn to secrecy. A porter then served coffee and, with a short blast on the air horn, the little car embarked to meet a rendezvous with Destiny.

But the destinations never quite lived up to expectations. The towns of southern Ohio during the Depression bore little resemblence to the Carribbean, Niagara Falls, or any of today's popular watering spots. More often than not, the motorman's sealed orders directed him to proceed to Columbus for a quick tour of the capital, or to Indian Lake, a somewhat blowzy summer resort, for a stroll on the boardwalk, or perhaps to the Ohio caverns for a breath-taking view of the stalactites.

The more successful trips usually produced a "good-time Charlie," who took over the group, singing and perpetrating high jinks and practical jokes. More than one motorman found himself under siege and often on the verge of losing control of his car. But the novelty of the mystery tour wore off as the Depression deepened. The movie houses, promising a good Fred Astaire or Ginger Rogers film, became the final refuge for the Saturday afternoon escapists, and thus another of C&LE's well-laid plans went awry.

Collisions plagued the little railroad. I remember my father wearily trudging out to the garage to drive to Bellefontaine the night one of the high-speeds collided with another car on a blind curve. A pregnant woman who witnessed the wreck from her front porch later filed suit, alleging that viewing the tragedy had given her a miscarriage. C&LE won the lawsuit, but was rapidly losing its case with the riding public. This was not the road's first lamentable accident. And the publicity that

Collection of Stephen D. Maguire

Ohio Electric Railway No. 164 picks its way along a street in Columbus, Ohio, many years ago.

wrecks generated was not the kind my father had been hired to promote, nor the kind that a company already in the hands of a receiver could long endure.

As if collisions weren't enough, C&LE often battled against flood waters. Service through Ottawa and Russell's Point on the Toledo Division ended briefly during 1930 when a deluge washed over the tracks. In 1933 two passenger cars were totally destroyed by the Mill Creek in Cumminsville backing up and shorting out the equipment—a resulting fire burned the cars to water level. Someone had left the trolley poles up.

The C&LE management thought it was prepared for the next flood. Trolley poles were hooked down and passenger cars moved from the potential high-water areas. But someone misjudged the eventual depth and extent of the angry waters. Several freight motors were pulled off on a siding presumably located on high ground. They were loaded with loose, dry cement destined for a building contractor. The flood slowly climbed above truck level and seeped into the freight compartments.

Several days later the freight crew checked the cargo and found to their dismay that the cement had hardened and was all but impossible to remove! It took weeks to break up the rock-like material and clean out and recondition the cars.

Floods damaged the Cumminsville station, too. Everything in it, except the ticket counter, floated to the ceiling. My father, who inspected the station after the high waters abated, told me that the ceiling had been punctured in several places by typewriters resting on the big oak desks that casually floated up on the rising flood waters!

Most interurban lines worried about grade-crossing mishaps. But C&LE faced another problem. Motorists not only stalled on the crossings, but in Dayton they even drove down the tracks.

Trains in Dayton heading for Cincinnati ran south on Main Street to the city limits. There the pavement turned obliquely to the left while the tracks ran downgrade on a private right-of-way. My father told us one evening that he had just left a badly shaken motorman whose train, while laboring that night up the long grade to Main Street, passed a Ford bouncing over the ties going south on the outbound track!

The startled motorman braked his car just as the auto, now several yards beyond him, collided with a line pole. Grabbing his lantern, the motorman made his way down the tracks to the motorist who, obviously drunk but no worse for wear, was extricating himself from his wrecked auto. The swaying driver pointed down at the cinder ballast used on the private right-of-away and said it was about time the city did better street paving.

Year by year, revenues dropped and more and more, my father looked with increasingly bitter indignation at the interurban. The road's collapse started with abandonment of the Hamilton streetcar lines. Then in 1936 C&LE gave up its operation of the Dayton & Western Railway, whose roadbed had deteriorated badly.

The Indiana Railroad bought the line and administered a *coup de grace* to the track and roadbed, when, for some inexplicable reason, it assigned its heaviest cars to the Richmond-Dayton run. I remember in 1937, with my father, watching the Indiana's giant steel combines cross the grand union at Third and Main, having completed another destructive run across the Ohio countryside.

When the D&W finally shut down in early 1937, the C&LE lost its most important freight connection. Later that same year, operating losses forced the closure of C&LE's long Springfield-Toledo Division and subsequent losses finally halted all interurban traffic on May 13, 1939. New buses replaced the old electric cars, business became good, and my father was much happier.

But the cause of his happiness was my grief. Those were bleak days in the late thirties as the interurban, like some discarded toy, slowly wound down and expired. All that remained of C&LE was the city line, a three-mile suburban run between downtown Dayton and Southern Hills, with a rush hour extension to the Frigidaire plant at Moraine.

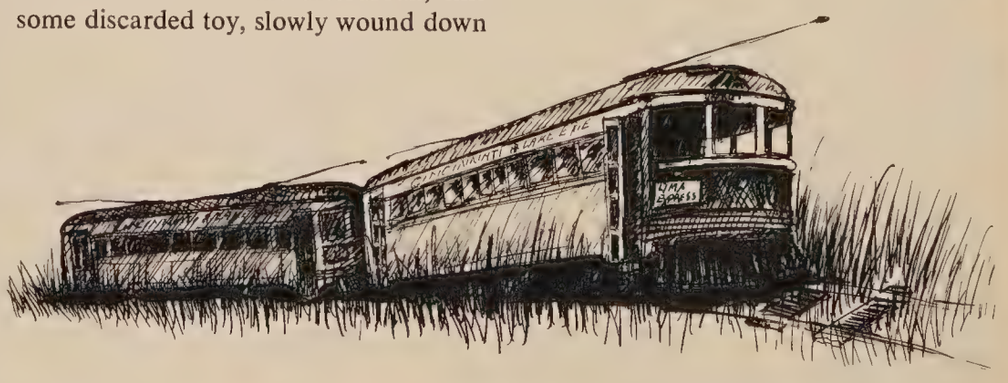
The 200-series suburban cars maintained daily service, while a lone box motor nudged steam railroad freight cars into sidings at the Frigidaire plant. By now the other passenger cars had been sold or scrapped, except for the old work-horse Kuhlmans, which for years handled most of the runs on the Cincinnati Division. And these cars C&LE shunted onto sidings at the Dwyer yards adjacent to the abandoned main line.

Finally in September, 1941, the last city car ran from downtown Dayton, past the wye at Southern Hills, and into the Moraine yards. Several days after the abandonment, I asked my father to drive back to Moraine to take a final look at the old Kuhlmans. He did so, parked our automobile, and we walked to the weed-grown yard.

The ten old steel cars had C&LE's history all over them. Six were combines that were later one-manned, giving that odd effect of the baggage door located at the rear of the car. Three others in the series were double-ended coaches that were used occasionally as a train. These cars had covered every inch of the system.

We both stood looking at those ghostly shells, their windows smashed, seats torn, and poles bent, resting mute and scarred in the weeds. I was struck by the sad grotesquerie of the destination signs. The lettering proclaimed Lima, Detroit, Columbus, Toledo their destinations, as though each were waiting for its scheduled departure time, when the gentle touch of the motorman's hand would send them surging through the countryside again.

I sensed that my father, too was saddened. The era was finished. Time and fate had conspired against the little red cars. ●



Both drawings by Judy Keenan

PASSENGER TRAIN SURVEY

Marilyn Wood watches as Seaboard Coast Line train 98 backs away from Ft. Myers, Fla., station to mainline where it will head north to Lakeland. Box-like loco is SCL's faithful railcar, No. 4900, built in 1936 by St. Louis Car Co.
William T. Morgan, Box 6863, Fort Myers, Fla. 33902

IS RAILPAX merely a sugar-coated pill concocted to ultimately get rid of American passenger trains? We don't think so. At least, we hope not. But we feel a bit uneasy after reading this editorial in *The New York Times*:

When the bill to establish the National Rail Passenger Corporation was being drafted, a high official of the Transportation Department said candidly in private: "The purpose of this bill is to get passenger service off the backs of the railroads, run the wheels off the existing equipment, and then put an end to passenger trains in this country."

There is no evidence that Secretary of Transportation Volpe necessarily shares this viewpoint. But the cynical and defeatist attitude toward passenger service which has long prevailed among many railroad executives is undoubtedly shared by some Federal officials, notably in President Nixon's own Office of Management and Budget. . .

A devastating criticism of Railpax comes from the ICC, which points out that Volpe's preliminary proposal omitted vital parts of a good system, violated the intent of Congress in the new Railpax law, and threatened to waste the taxpayer's money.

The Commission, in a letter to Volpe from its chairman, George Stafford, listed six "essential recommendations" for passenger service that Volpe wanted to drop. It also made numerous other "secondary recommendations" for service that should be included.

Senate Majority Leader Mike Mansfield (D., Mont.) among others, hailed this turnabout by the ICC. He called its suggestions "most worthwhile." In the past Mansfield has been so incensed by the ICC's pro-carrier attitude that he introduced a bill in 1970 to abolish it.

What Congress wanted in Railpax, the ICC stressed, was not a financial balance-sheet approach (like Volpe's) but a "rail test of whether good passenger train service . . . can attract and sustain sufficient patronage to compete."

"Government help is required," the ICC observed, and it added that "cost considerations, while of importance, need not be of such magnitude as to spell defeat before the system has a

chance to prove itself." That is true.

To work, however, "the system must be, in actuality, a system—not merely a few trunklines with occasional flare-outs connecting major population nodes," the ICC said.

"As Congress has envisioned it, the system must link together the various regions, providing service between the crowded urban areas and in other areas of the country, so that the traveler in America will in fact be able to choose rail when most convenient to his needs.

"Short of that, the entire Federal expenditure could turn out to be a waste. . . . And, if the project is to have a real chance of success, the funding necessary to feasibility must be made available."

Some of the 105 new aluminum-bodied railroad cars that Pullman-Standard is building for the New Jersey Department of Transportation are now in service. Erie Lackawanna is operating them between Suffern, N.Y., and Hoboken, N.J. They are the nation's longest commuter cars, measuring 85 feet over couplers. The Aluminum Company of American boasts that it supplied more than 737,000 pounds of aluminum for them, including the longest roof-sheet and extrusions ever produced for rail passenger cars.

The side panels have a novel mechanical finish, first developed by Alcoa and Pullman-Standard for the Massachusetts Bay Transportion Authority. A brushing action, with special equipment, results in a striking patina that withstands the rigors of urban transit service and retains its beauty with minimum maintenance. Besides structural framing, siding and roofing, the cars use aluminum in lighting fixtures, luggage racks, doors, windows, interior ceiling-sheet, and laminated flooring.

Ten sleepers from the gone-but-not-forgotten *20th Century Limited* are now used in the 24-car circus train of Ringling Bros. and Barnum & Bailey, which we believe is the world's only train owned by a circus. Sixty years ago there were many circus trains in the United States and a few in foreign countries.

Penn Central's *Metroliner* and *Turbo* are now linked to form an ultra-modern rail route between Washington and Boston. The connection was brought about on February 1st by rerouting the Boston-New York *Turbo* from Grand Central Terminal to Penn Station, where it meets *Metroliners* to and from the capital, passengers making the change across a platform in a few seconds.

The 7:25 a.m. *Turbo* from Boston, after brief stops at Back Bay, Route 128, Providence, New London, and New Haven, connects in Penn Station with *Metroliner* No. 105, leaving at 11:30 a.m. Arrival at Washington, after stops at Newark, Trenton, Philadelphia, Wilmington, and Baltimore, is at 2:30 p.m.

Travelers to New England use Metroliner No. 106, which pulls out of Washington at 1 p.m. to connect with the *Turbo* leaving New York at 4:15 p.m. and arriving in Boston at 8:04 p.m. The new through service is available Mondays through Fridays. The *Metroliners* also continue to operate daily. Penn Central likewise retains its present four through conventional trains between Washington and Boston, three in daylight hours, one overnight.

Improvement of passenger transportation is building up in Europe, where railways of many nations are working on the problem, spearheaded by the International Union of Railways (UIC). Included are rapid growth in high-speed Europe-wide express trains, the development of efficient diesel and electric traction, an elaboration of automobile-carrying services, plans for a tunnel to connect England with the continent, sponsorship of research programs, and an increasing use of automation and uniform operating practice.

Among recent moves are: (1) Addition of a new trans-Europe express train, bringing to 29 the number of 80-125 mph runs to 100 major cities.

Elmer Treloar, 101 California St., Highland Park, Mich, 48203

What was this hogger looking for when Canadian National train M331 arrived at Kincardine, Ont., from Palmerston in 1958? One thing for sure—he won't be looking at engine 1532 any more. CN no longer has steam in regular service.

(2) The great success of French National Railroads' sleeping-car service and the recent addition of 90 new express passenger cars and 40 express grill cafeteria cars to the French system.

(3) Beefing up of British Rail's high-speed intercity service, with thousands of passenger trains daily, is cutting heavily into the use of air and automobile travel for business and pleasure trips within a 250-mile range. A unique, British, lightweight Advanced Passenger Train is expected to be in 100-mph service (average speed) in six years. (4) Initiation by Italy of a non-stop Super Rapido train service between Rome and Milan for a 5½-hour trip and a program to use 160-mph peak-speed trains between Milan and Naples.

"Despite such improvements overseas," comments John J. Bowman, Jr., Lancaster, Pa., the United States has allowed its rail service to deteriorate, adding:

Americans who travel in Europe are amazed at the superior rail service there; often superior to anything our own country has ever known. There is no reason why the world's richest country should not have rail service equal to that in Europe.

Because it is easire to make money on freight, or non-rail activities, most American railroads will not make an effort to improve passenger service.

Around the Illinois Central they're still talking about the grim saga of the crack *Panama Limited*. Passengers who boarded the train in New Orleans in an effort to reach Chicago the day before Christmas finally made it—nine hours late, at 6:45 Christmas eve. On the way this is what happened:

At Arcola, Miss., the train struck a tractor-trailer causing a 45-minute delay for a switch in engines.

Near Brookhaven, Miss., the engine's steam heat generator broke down and a locomotive from a southbound train took over. The *Panama* reached Grenada, Miss., three hours late.

After Grenada, the steam heat broke down again and the *Panama* painfully plodded to Memphis. The train was more than 7½ hours late when workmen there finished repairs. Then, pulling out of Memphis, it hit a garbage truck, causing a new delay of 30 minutes.

The train traversed Kentucky without mishap but at the approach to Elkville, Ill., trouble in the air-pressure system automatically applied the brakes, causing a 45-minute stop in the middle of nowhere. A further delay occurred when a freight blocked a crossing near Odin, Illinois.

Lucius Beebe used to boast about the *Panama Limited* as one of the alltime greats. He didn't live to see its decadence.

G. H. Pepmeyer of Dalesburg, Ill., tells John A. Volpe, U.S. Secretary of Transportation, how he feels about passenger trains. Here is part of his letter:

I am a 50-year-old passenger engineer on the Burlington Northern, running between Galesburg, Illinois, and Ottumwa, Iowa. Thirty of my 50 years have been on the railroad. Since my discharge from the Army in 1946 I have observed and been in contact with passengers, spending the last 10 years being one of three engineers operating the *California Zephyr* and, what is still struggling to remain one of the top trains in the country, the *Denver Zephyr*.

During this period passenger business has tumbled from its peak to its lowest ebb. I didn't hear this from anyone or have to read it—I saw it! Whether by design, or caused by changing times, or both, it's a shame, and should have been prevented. With foresight and ingenuity it *could* have been.

It shouldn't be necessary for an ex-astronaut to have to plead over television for the public to use railroads. There should be no mystery or wondering what happened to the railroad passenger trains. No government committees or survey teams are necessary. Ask any person who has traveled by rail the last 10 years. Or better yet—one who hasn't.

It is hoped that your program will be a life saver and provide a transfusion of new ideas for the passenger train. The passenger train service *needs an entire new image*. No matter what new routes to different cities or sections of the country are decided upon, how many trains are operated daily, how many stops are made, whether they go through populated areas or not, if the image isn't improved from top to bottom, or a new one created, every effort to breathe life into passenger service will be a waste of time and money.

B&O's *Capitol Limited*, led by a C&O E-8, passes quiet Shenandoah Jct., W. Va.
Richard J. Allen, 14 Ethel St. MR99, Binghamton, N.Y. 13905

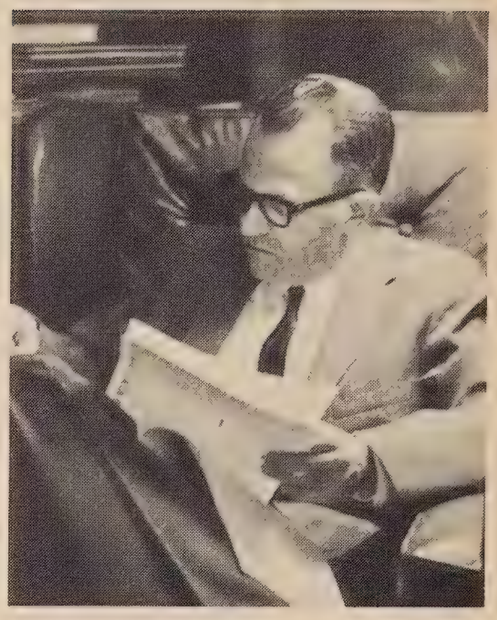
Seat belts—long a life saver in autos and airplanes—should be used in railroad cars, along with other possible protective devices. So says the National Transportation Safety Board after investigating a collision of two Penn Central commuter trains that killed four persons (three of them crewmen) and injured 40 at Darien, Conn. Most of the 40 were hurt by being thrown into or over the back of the seat in front of them.

A 32-page quartely magazine, *Passenger Train Journal*, edited by Kevin McKinney and published at 300 Independence Ave., S.E., Washington, D.C. 20003, costs $1 a copy, $4 a year.

Interesting Railfans Number 101

C. GRATTAN PRICE, Jr.

by Freeman Hubbard



LIKE many of us, Charles Grattan Price, Jr., is a nut. He admits it. "You *have* to be a nut to set up a complete narrow-gage railroad as a tourist attraction, as we did, especially with the very limited capital we had to work with," he says referring to the former Shenandoah Central that operated a steam-powered passenger train in the Shenandoah Valley of Virginia.

The "we" included himself; Dr. Paul S. Hill, a surgeon, and Wade W. Menefee, Jr., fuel and feed dealer, all Harrisonburg, Va. But if you are reading this article to learn exactly how they did it, you should stop right here. Grattan plans to write a book on the subject, and until it comes out at some future date he prefers to keep the lid on "too many specific happenings."

"The Shenandoah Central," he comments, "was the culmination of a long-time dream. At first there were Paul and me. Then we brought Wade in because the project was too big for only two persons and we knew he would be an ideal member of the team. The road could never have been built without the wonderful aid given us by the Southern Railway, the Norfolk & Western, Chesapeake Western, and other concerns, in addition to which members of our families, friends, Chesapeake Western, and other volunteers pitched in—working free to build and run the railroad."

Grattan credits his two partners with "tremendous labors in building and operating our railroad" but points out that "the bulk of the technical work fell on me because I was the only one who'd had actual railroading experience." Even so, the trio worked well

together, united in a common affection for their 40-ton steam engine, the 12-spot, and her three car train, *The Stonewall Jackson*. All were filled with enthusiasm for their hobby.

The offlcial title of Railfan No. 101 in those days was vice president and general manager. "I was also locomotive engineer, section hand, station janitor, and chief worrier," he grins. "My partners nicknamed me 'The Needler,' I guess because they thought I was always pushing them for something that needed to be done. Among those who helped were my wife, Kitty; Wade's wife, Sue, and Paul's secretary, Erma Hines; my own secretary, Sibyl Coakley, and her sister Beryl."

Kitty and Sue would tote picnic baskets loaded with grub to feed the gang engaged in operations. "We could have eaten lunch at a hot dog stand about a haf-mile west on U.S. route 33," Grattan tells me, "but we usually looked so dirty and disreputable that we felt too embarrassed to go there."

A traumatic experience occurred on the Shenandoah Central's opening day.

Shenandoah Central "brass collars": (left to right) Dr. Paul S. White, pres. (condr.); C. Grattan Price, Jr., vice pres. and gen. mgr. (engr.), and Wade W. Menefee, Jr., sec.-treasurer (fireman). Below is another view of the same train.

Photographed May 29, 1953, by Bob Riley

Grattan in cab of a C&O time freight, No. 95, with engineer Ott Foster in 1956 at the time Railfan No. 101 toured C&O system as a representative shareholder.

Just before the first run, No. 12's air pump suddenly went dead! The short-line's sponsors were frantic. While a whole trainload of passengers waited in the sweltering heat, Grattan Price and "Duck" Escue, a machinist from the N&W's nearby Shenandoah Shops, went to the rescue. With desperate haste they tore down the pump to find out what was wrong and then rebuilt it. The repair job caused a delay of nearly an hour and a half, but the train finally started on its maiden trip.

"With only two exceptions," Grattan recalls, "our passengers took the delay good-naturedly. Those two, known hereabouts as horses' cabooses, demanded and were given refunds of their ticket money."

My own term for such a character is "the eastern end of a horse headed west." Grattan goes on: "I shuddered to think what might have happened if the engine failure had come the previous day when we had our 'golden spike' ceremony and a trainload of brass collars from seven different railroads as well as locally important invited guests. It would have been hard to live down such a foul-up."

According to Bill Warden of Waynesboro, Va., the "Tweetsie" was the nation's third tourist railroad and had "one of the prettiest engines I've ever seen." Says he: "In those days it had no incongruous cowboys, Indians, or bandits, nor gaudy paint schemes. It was just a good, honest, dark green engine pulling green cars the way God intended a railroad should be run."

Born at Harrisonburg on May 31, 1919, Grattan is the son of an insurance agent. His father had been a waterboy at age 12 during construction of the Chesapeake & Western and later secretary to the C&W's superintendent. (For the record: the C&W was eventually leased by the CW, which still survives as a wholly-owned subsidiary of the Norfolk & Western.) Railfan No. 101 also had a greatuncle who was a Seaboard Air Line vice president but who turned down an offer of the SAL presidency in order to head a steamship company, and an uncle who was a boomer railroad civil engineer.

As a youngster, the lad spent much of his time on the CW, near his home. One day in 1931 while visiting Washington, D.C., with his parents and kid brother Page, he ate lunch in a drugstore which displayed *Railroad Man's Magazine* on a rack.

"It took my entire capital plus a loan from my mother to buy the magazine, which then sold for a quarter," Grat recalls, "but was one of the highlights of my early youth. Today, among the most cherished items in my library are complete files of *Railroad* from Dec. '29 and *Trains* from Nov. '40."

At age 12, Grattan talked the CW general manager, Don W. Thomas, into giving him the title of official photographer for the railroad and even an annual pass on both passenger and freight trains, and he used to ride engine cabs and caboose cupolas. His first paid job was helping to paint some CW bridges during a high school summer vacation.

Kitty and Grat were passengers of the *Flying Scotsman* on its American tour when this photograph was made at Monroe, Virginia, on Oct. 28, 1969.
Photographed by William E. Warden, Jr.

In 1936, friends of the family took him to Colorado on a vacation which enabled him to "cover" quite a bit of that state's colorful railroad facilities. The unabashed Grat visited a Mr. Winslow, general manager of the Midland Terminal Railway and of the Manitou & Pike's Peak line (the former has since been abandoned), and showed him the CW pass as his authority and requested a trip pass over those two Colorado roads. Mr. Winslow was a kindly gentleman. Without letting on that he and the boy would be violating a Federal law governing the issuance

and use of on-line passes, he courteously gave Grat the coveted transportation over both roads.

"Those two trips were memorable," Grat recalls, "especially the one up MT's 4 percent grades to Victor and Cripple Creek in a railcar converted from an old streetcar. The MT's master mechanic even pulled all of his ex-Colorado Midland engines out of the Colorado City roundhouse so I could take pictures."

"After seeing Grattan's name *Switch-Listed* in a 1934 issue of *Railroad Magazine*," writes railbook author H. Reid of Norfolk, Va., "I lost track of him until 1946, when he was doing an economics survey for the Chesapeake Western. Among his major moves was to make CW one of the nation's all-diesel short lines."

"Infamy!" Reid teased him. "You've ruined the artiest railroad around."

"Yeah," he rebutted, "I had to, but I kept it in business."

Like Reid, though, he wished the CW had retained one steamer for eventual refurbishing and tourist service, but at that time daisy-picker pikes had not come into vogue. It was in the early fifties that Grattan helped to acquire ten-wheeler No. 12 of the East Tennessee & Western North Carolina, a three-foot-gage Baldwin beauty with a cap stack. No. 12 had been idled after a flood struck the original Tweetsie line, the details of which Reid recounts in his book *Extra South*.

Grat served as engineer on the ten-wheeler over a modest route at the base of Massanutten Peak, near Harrisonburg, until another flood destroyed great stretches of roadbed too costly to replace. Subsequently, North Carolina interests moved the engine to Blowing Rock, N.C., where she spearheaded a successful vacation railroad. Since the Shenandoah Central setback, Grattan has been concentrating on his insurance business, with an eye toward preservation of rail passenger service.

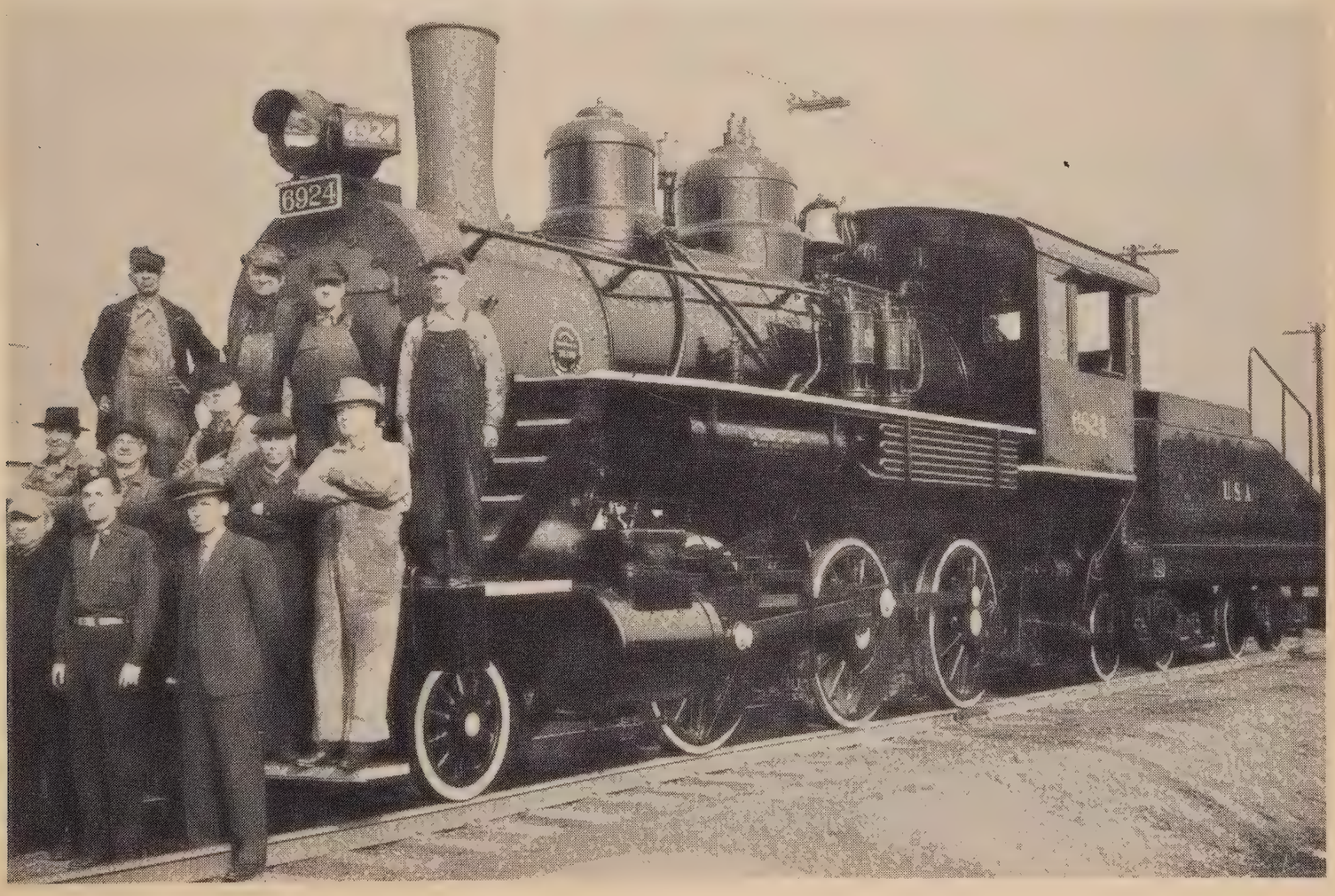
"In 1966," writes Bernard S. Logan, a faculty member at Mary Baldwin College, Staunton, Va., "he led the fight to keep a couple of Chesapeake & Ohio passenger trains operating in this area. Grattan's determination to see the job through was impressive. Almost single-handedly, he rallied support for his cause. His office in Harrisonburg became our main command post as he kept us supplied with facts and suggestions. This undertaking cost him time and money. It was not a pleasant task for him because it meant fighting a railroad he had long admired and breaking with friends in the C&O organization."

Among those who worked with No. 101 on this C&O project was William E. Warden, Jr. Grattan supplied two of the illustrations for an article that Bill wrote for our Aug. 1966 issue, "Robert E. Lee's Railroad."

Bill describes our subject as "a typical Southern gentleman, urbane, literate, a man of wide interests and intense loyalty to his friends," adding: "When it appeared that the firm I worked for was about to transfer to a different part of the country, giving me the alternatives of going along with them or losing my job, Grattan offered to use his not inconsiderable influence around here to get me another job.

"When the *Flying Scotsman* was touring America in 1969, the Prices rode it from Washington to Atlanta. My wife and I met them for lunch at Monroe, Va., when it stopped there. Grattan had just been given a tape-recorder. Getting off the *Scotsman* at Monroe, proudly carrying his new tape-recorder, he acted like a kid with a new toy. He had taped not only the whistle and other engine sounds but also interviews with people aboard the train, and he persuaded us to squat on the station platform and listen to

Grouped around pilot of U.S. Army engine 6924 at Holabird military repair shops in 1943 was Captain C. Grattan Price, Jr., in uniform, and some of the oldtimers working there. This locomotive helped to build the Panama Canal.



each one of the tapes he had made."

But what impresses Bill Warden most about Grattan Price is his organizational ability, his drive to get things done. Bill recalls that our subject formed a Passenger Train Preservation Committee to block the C&O's move to drop its *Sportsman* and *FFV,* but most of the work and responsibility for this project rested on Grattan himself. He petitioned the ICC to hold hearings, hired and helped to pay a lawyer to represent the Committee at the hearings, and enlisted the aid of rail labor unions, community leaders, and U.S. Senators and Representatives.

"Railroad employees were most generous in contributing to this cause," Grattan recalls. "Under-the-counter help, both financial and advisory, came from active and retired railroad brass collars, too. One retired vice president sent us a liberal donation plus five pages of concrete ideas to help our fight."

Bill Warden adds: "The C&O opposed us with formidable legal talent, but we managed to win the first round, a six-month stay of execution, from the ICC. Then the C&O tried again. This time the Commission, with only Chairman Virginia Mae Brown on our side, let C&O drop the two trains. Thus a powerful railroad, with billions in assets, had been staved off for 18 months by the determination of one man and his small group of followers. Even so, in 1956, Grattan and a Chicago lady were chosen by the C&O as representative shareholders and as such were given tours of the entire system and became free guests at the railroad's famous Greenbrier Hotel.

"In all my life," No. 101 exults, "I never felt more like a celebrity."

In 1940 he graduated from Virginia Polytechnic Institute with a degree of B.S. in Mechanical Engineering. One day at an engineers' ball he met beautiful Kathleen V. Nutter, a fellow graduate, and became so enamoured of her they eventually married. They have two married daughters, Julia and Melinda; a son, Charles Grattan Price III, and two grandchildren.

I asked Mrs. Price what she thought of the man she'd been married to for 31 years.

"Well," she says, "he is ambivalent. Kind-hearted and gentle. Also cold, icy-eyed, and stubborn as a mule. But always generous. His sense of humor buoys us over the rough spots. Five minutes after he has given vent to cutting satire, his essentially warm personality takes over."

From 1948 until '62 he suffered severe pain from chronic ulcerative colitis, undergoing several operations. This condition is generally attributed by laymen to a person's inability to control the tension of every-day living. It is intensified, nutritionists say, by one's failure to recognize and utilize the therapeutic value of wisely-chosen foods, including vitamin and mineral supplements, in his daily diet.

Grattan himself takes issue with the laymen's belief of what brought on his illness and with the findings of nationally-recognized nutritionists.

"I used to think its root cause was tension," he says, "but experts at the Mayo Clinic, where I was hospitalized, disabused me of this idea. Medical science, even today, is completely baffled as to the cause of chronic ulcerative colitis. Latest suspect is that of an allergic malfunction."

Mrs. Price tells me that her husband never gave up. "He kept fighting doggedly and all the while was engaged in a ruthless, dog-eat-dog occupation. Today, though still somewhat handicapped physically, he faces the world with a cheerful, brave outlook, figuratively thumbing his nose at trouble."

Quoting Bernard Logan again: "When I think of the limits such operations would normally impose on a human being and when I reflect on what Grattan has done despite his disability, his courage amazes me."

Kitty states: "My husband has succeeded very well in a tough job because he just won't quit. I am very proud of him. He is all man."

She describes herself as "a pretty good railfan." One evening before they were married, she went to his home to visit his parents. A Southern passenger train had hit an open switch in the Harrisonburg Yard nearby, overturning the engine and several cars. Two wrecking cranes were busy cleaning up the mess. Kitty and Grattan sat side by side on the loading platform of an adjacent factory watching, fascinated, this seldom-seen part of railway operations until the wee hours of morning. This was Grat's first step in making a railfan out of Kitty. Since then he has arranged several engine rides for her.

"I really enjoy such trips," she informs me, "the like of which relatively few women experience."

The Prices live at 531 Ott Street, Harrisonburg, Va. 22801. Grattan weighs about 170 pounds and is two and a half inches short of being a six-footer. His eyes are brown and friendly and often twinkle with good humor. He moves quickly, walks briskly.

"After smoking for 30 years or so," he tells me, "I stopped suddenly on New Year's Day of 1968, at my son's pleading, and haven't touched tobacco since."

His pleasures include voracious reading and the concocting of a kettle of real vegetable soup—not the watery kind you usually get in cans, treated with unwholesome additives. The late General Eisenhower, one of Grat's heroes, also liked to make his own soup. Politically, Railfan No. 101 is ultra-conservative. Most of his library is railroad-oriented, the rest being devoted largely to Civil War history and contemporary fiction. His collection of *Official Guides* dates back to 1874. He has written magazine articles for *Baldwin Locomotives* and *Trains.*

"Lord knows how many pleasant hours I've spent delving back into the golden years of railroading!" he sighs. "Our home is cluttered with miscellaneous railroadiana. For example, trainmen's kerosene lanterns and the renovated bell, bell-cradle, and throttle of C&W's first engine, No. 101, the *F. W. Jackson,* and a hand-crafted scale model of her, made by CW's own shop foreman."

Grattan is not interested in calisthenics. Says he: "Exercise, *per se*, leaves me cold, especially after nearly five years in the Army plus four years in military college before that. I was commissioned a second lieutenant in May '40 and honorably released from the Army as a major on December 1, 1945. For most of my military service I superintended the rail repair shops at Fort Holabird, Md. Then I went to the 709th Railway Grand Division of the Military Railway Service, European Theater of Operations. Because my record showed that I had qualified as an engineman in 1941, the brass hats sometimes detailed me as engineer on special runs. Once, in Belgium, I pulled a train that carried General Eisenhower."

Grat is not happy in his present job. "Earning a living as an independent insurance agent and claims adjuster leaves little time for hobbies," he sighs. "People have troubles at unexpected hours; you may get calls for help at two a.m. This work-a-day world of mine is full of tension, dissent, and major and minor disasters. My one consuming ambition is to get out of the rat race and find some means of living in southern Florida."

STEVE MAGUIRE'S

TRANSIT TOPICS

WE'LL bet that most of our readers (the silent rapid transit majority) will enjoy the following editorial that appeared recently in the *Beckley* (W. Va.) *Post Herald:*

Hans-Jochen Vogel, lord mayor of Munich, West Germany's second largest city, has spent 10 years in office greatly modernizing and expanding his city's network of highways. During the decade, $240 million has been spent and the road network has been enlarged by one-fourth.

Then Vogel went to Los Angeles to study first-hand that city's road construction and intercity planning. After two days, he returned home and announced he was stopping further highway construction in Munich as rapidly as possible.

Of the $265 million scheduled to be spent during the next five years, the lord mayor approved only $100 million, and has canceled all highway plans beyond 1975.

Two days of L.A. smog did all that? Yes, it did. Vogel explained, "It is an illusion to believe that even the highest investments for road construction would result in humane traffic conditions." His visit to America convinced him that "each million invested in road construction brings a city closer to its death."

"Munich's attention henceforth will be turned to mass transportation, including street cars," Vogel reported to his city's parliament. "They utilize available space better than individual transportation."

Perhaps the clinching argument presented by the lord mayor was the observation that diverting the funds which are spent each year for highways to mass transit would provide the city with a free transportation system. L.A.'s smog has been blamed for many things, but this is the first recorded instance of it having scared an advocate of perpetual highway expansion.

LATE news on Baltimore Metropolitan Transit Authority's decision to reject a Skybus plan in favor of steel-wheel rapid transit comes from Donald K. Slick, Oil City, Pa., and H. H. Diers of Washington, D.C.

The recommendation for steel-wheeled transit and not Skybus was contained in a detailed report which showed that in eight important factors a steel-wheeled vehicle was either clearly superior, or slightly better, than a rubber-tired one.

First portion of the new Baltimore transit system will be a 27-mile subway

Key System No. 271 (ex-Lehigh Valley Transit 139) on grounds of California Railway Museum, Rio Vista Jct., last July. Car was built in 1901 by St. Louis Car Co. and retired in 1946. It came to Key System of Oakland, Calif., in 1904.
Harre W. Demoro, 3040 Jordan Road, Oakland, Calif. 94602

Photograph by Andrew Maginnis

Ex-Philadelphia Transportation Co. No. 5205 gets checked out for operation after a test run in August, 1970, at Trolley Valhalla in Tansboro, N.J. Operating museum owns Peter Witt cars and a Hog Island car, runs week-ends and holidays.

and surface line running south from Owings Mills, Md., through the city and on to Marley, with a branch into Friendship Airport. Part of the southern end would use the existing right-of-way of the Baltimore & Annapolis, a former interurban. This first section is estimated to cost around $656 million. If Federal funds are obtained, construction could begin in a year or so, with the 27-mile line completed by 1978. Rail will be of standard gage, mainly because the Baltimore and Washington systems may be linked eventually. Forty years ago such a link existed through the Washington, Baltimore & Annapolis interurban system. History is repeating itself.

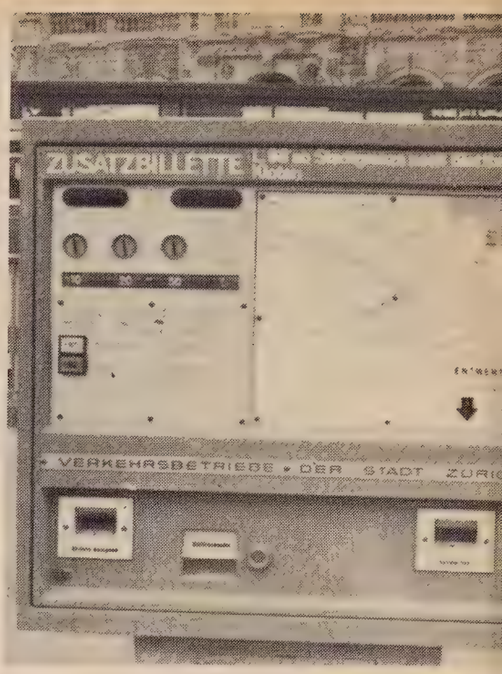
BOSTON'S Ashmont-Mattapan high-speed trolley line of the Massachusetts Bay Transportation Authority may be abandoned soon, writes Ron Salters, 26 Pierce Rd., Weymouth, Mass. 03188.

According to Ron, "its elimination would enable the authority to use the line's 14 or so cars elsewhere on the MBTA trolley system. The 343 MBTA trolley cars are an average of 30 years old, and replacements from outside of MBTA are not available. The Authority is also considering taking cars from the Arborway line in order to make more equipment available for the Riverside, Cleveland Circle and Boston College lines."

SAN FRANCISCO Bay Area Rapid Transit trains may be running this fall, according to Harre Demoro, *Oakland Tribune* staff writer, depending on how soon bugs in the electric power systems of test trains can be ironed out. New problems include some test train motors flashing at unexpected times. Such flashing can occur when motors are poorly maintained or overloaded, but none of these typical causes is responsible in this case. Instead of malfunctioning during extreme acceleration or braking, the motors are flashing at odd times, such as at high speeds, low speeds, and even when trains are stopped. Once the difficulties are solved, however, BART trains will begin running first from Oakland to Hayward and later on to Fremont.

TWO small trolley systems in Australia will probably be abandoned this summer. The lines, at Bendigo and Ballarat, Victoria, have operated old equipment, including single-trucked cars, for many years, according to *Electric Traction*, monthly magazine of the Australian Electric Traction Assn., Box 1017, G.P.O., Sydney, N.S.W. 2001, Australia.

Most unusual feature of the State Electricity Commission lines at Bendigo is the fleet of Birney cars in use. These are Brill-built, identical to the thousands once operated in the U.S. except that they have left front doors for left-handed operation in Australia. Once abandoned, there should be many potential buyers for them, due to their historical value.



Machines for selling tram tickets, such as the one pictured above, are found throughout Zurich, Switzerland.
Tom Taber, Madison, N.J.

ZURICH, Switzerland, is notable for its smog-free air and the quietness and speed of its electric trams. Most trams pass the main railroad station, which is combined with an airport bus terminal, a double convenience to travelers. The trams are spotlessly clean and run frequently. Depending upon the traffic volume, a route may be worked by a

Robert Gordon, 334 Kennerly Rd., Springfield, Pa. 19064

Southbound PTC No. 2183 pauses at 8th and Chestnut streets, Philadelphia Pa., on the now-abandoned trolley route 47.

Two trolley museum snow scenes taken last winter: (left) Columbia Park & Southwestern 19, an ex-Veracruz open-bench car at Olmsted Falls, Ohio; (right) ex-N.Y. State Rys. 157, exhibited at Magee Transportation Museum, Bloomsburg, Ohio.
Photographs by Stephen D. Maguire

single car, a two-car unit, or a 2½-car unit. The last-named not only adds to capacity but enables the "train" to snake around corners with ease.

Regardless of the consist, there is only one driver, who concentrates on getting over the line without being obliged to collect fares. A ticket-selling machine stands at each regular stop. You insert coins into the slot, totaling the fare to your destination. You can buy multiple-ride tickets from kiosks in the most heavily patronized locations. Each ticket shows the starting point of your ride, destination, date, and hour.

When the right tram stops beside you, push a button to open the doors and board it. Just before reaching your destination, push another button asking the driver to stop. Ordinarily, no one but yoursef has seen your ticket nor ever will. It is an honor system, and in Zurich it works. Periodically, though, inspectors board trams to check on all tickets. So says Thomas T. Taber, Madison, N.J.

AN INNOVATION has been started by the Port Authority Transit Corporation, operators of the high-speed line from Lindenwold, N.J., to Philadelphia. At several large parking areas used by commuters, tolls are no longer collected after 10 a.m. Off-peak riders, including shoppers, now can park their cars free at the station lots. This is to encourage off-peak riding in the trains which are operated all day, but often with many vacant seats in non-rush hours. Electronic detector devices automatically open gates at the entrances to the pay lots from 10 a.m. to midnight.

DEATH has come to E. Harper Charlton, of Baton Rouge, long-time authority in the field of electric traction history and the author of *Street Railways of New Orleans* (1955), *Electric Railway Car Trucks* (1967) and co-author of Volumes 1 and 2 of *Louisiana, Its Street & Interurban Rys.* His knowledge in these fields will be missed. Mr. Charlton died at age 76, laments Wilbur T. Golson, 5465 Washington Ave., Baton Rouge, La. 70806.

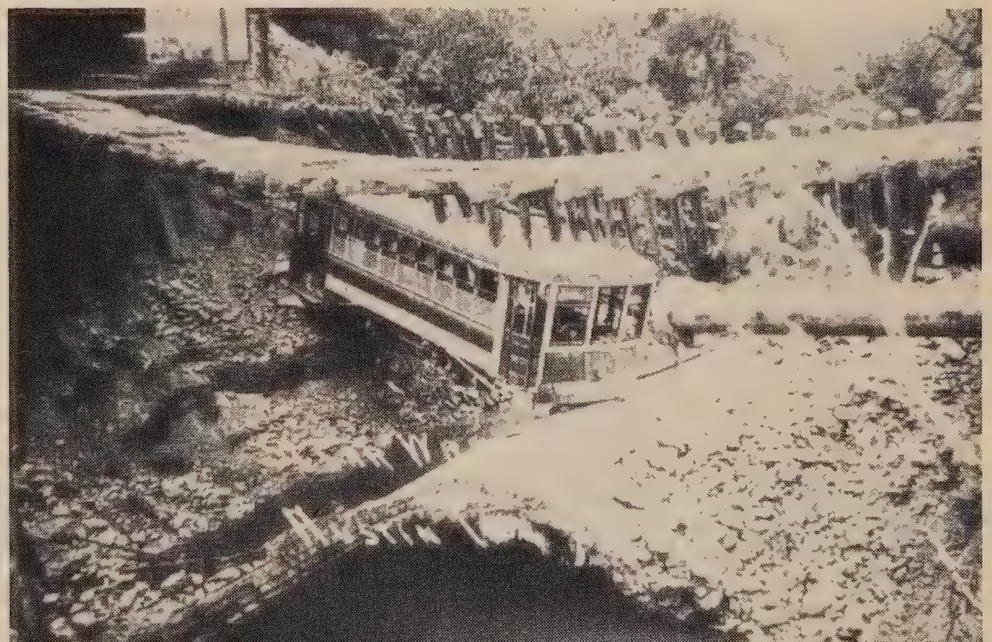
READERS curious about the "limited tramway" idea which is being used today in many European cities that have relocated their tram lines underground downtown and on the surface in outlying areas, should read an article by Stewart F. Taylor in the Oct. '70 issue of *Traffic Quarterly*. For copies, address the Eno Foundation for Highway Traffic Control, Saugatuck, Conn.

THE CORRECT address of the New Orleans Railway Museum, Inc., is P.O. Box 4355, New Orleans, La. 70118. The Museum's monthly bulletin, *Open Track,* carries news of interest to both steam and juice fans.

HELP is needed to complete coverage of every trolley line in 15 midwestern states for a forthcoming book, *Trolleys of the Great Plains, the Ozarks and the Rockies,* due for publication by Swallow Press, Chicago, late this year. It is being compiled by Allison Chandler, of Salina, Kans., and your *Transit Topics* editor. In the 15 states to be covered, there were 159 different lines. So far we have covered all but ten.

Photos or any data on the following lines—including news in a few cases as to whether they ever did run—are needed: Intercity Terminal Ry. of Argenta, Ark.; Ft. Smith-Okla. Light & Traction, Ft. Smith, Ark.; Arkansas Northwestern Ry., Bentonville, Ark.; Consolidated St. Ry., La Junta, Colo.; Grand View Ry. Co., Continental, St. Louis, Mo.; St. Louis, Lakewood & Grant Park Ry., Affton, Mo.; Omaha & Southern Int. Ry., South Omaha, Neb.; Norfolk St. Ry., Norfolk, Neb.; Clinton St. Ry., Clinton, Okla.; Hot Springs & Chautaukua RR., Hot Springs, S.D.; and Douglas Traction Co., Douglas, Ariz.

April 23, 1950: Ten inches of overnight rain at Austin, Texas, washed out the track. Two days later, before car could be rescued, another storm wreaked havoc.



It's been ten years since the Pacific Electric's "Big Red Cars" were taken out of service; the photos on this page mark that anniversary. Here, a three-car train at Long Beach carries passengers to Miss American pageant, Aug. '60.
All photographs on this page by Gary G. Allen

Trolley Museum News

MAGEE Transportation Museum at Bloomsburg, Pa., has restored ex-New York State Railways interurban car 157. It is now displayed, complete with trucks, on the museum property adjacent to Interstate 80. Equipment for its restoration came from Philadelphia Suburban centerdoor car 63. Also at the museum is an ex-Pittsburgh, Pa., high-floor city car. It, has too, been restored. It will go into service for the summer season as the line's first operating closed car.

Another arrival at Magee is a *complete* interurban car, one that hasn't run in over 35 years! This is Elmira, Corning & Waverly car 107 which was stored for many years in upstate New York. Bought by Willis and Norma McCaleb of Cleveland, it was shipped to Magee, where it could eventually be operated. When new seats are built, this will become the museum's second operating closed car. A photo of it appears on the dust jacket of *Trolley Car Treasury*, the 1956 McGraw-Hill book co-authored by your transit editor.

LITTLE 4-wheeled city car is now at the Columbia Park & Southwestern Ry. at Olmsted Falls, Ohio. It used to run in Fribourg, Switzerland, where a short meter-gage service was operated until abandoned in 1966. The car, number 4, was purchased by Frank E. Butts of Sturgeon Bay, and brought to the U.S. for preservation. He has now given it to the CP&SW, where it will be used as an exhibit. It should be a popular attraction.

THREE operating tramway museums of New Zealand now have a publication, *Tramway Topics*, giving news of all of the museum lines in New Zealand and Australia, also news of operating trolley systems in Australia (none are left in New Zealand). The latest issue says there are 10 tramway preservation groups in Australia, three in N.Z. For subscriptions, contact R. T. Grigg, 2 Tremewan St., Linden, Wellington, N.Z.

New Electric Publications

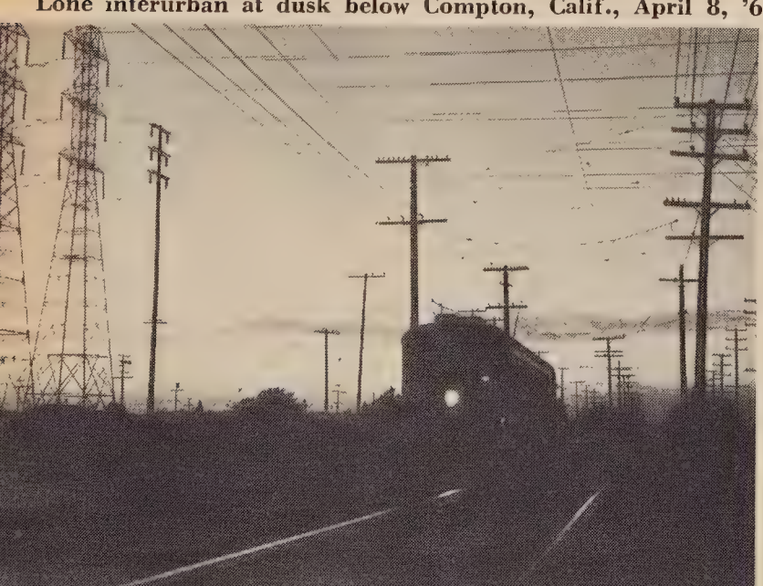
Henry Huntington and the Pacific Electric **(A Pictorial Album), by Spencer Crump, 112 pages 8½x11", hard cover, $5.95 from Trans-Anglo Books, Box 1177, Costa Mesa, Calif., 92626. (A special collector's edition of 300 copies, each numbered and autographed by the author, is available at $10.) If there was any doubt of the popularity of the Pacific Electric Railway, this new book dispels it. Although its 1,000 miles of track and 1,000 cars came to an end ten yeras ago, the PE has inspired more books than any other electric line. This latest, primarily a pictorial, includes a story of Henry E. Huntington, one of its owners, plus a lising of each PE line, with stations and mileages.**

Another Spencer Crump book, *Ride the Big Red Cars*, an illustrated PE history, originally published in 1962, is available in a third edition from Trans-Anglo books at $10. This is the only third edition of an electric traction book we've heard of. It has many photos not included earlier.

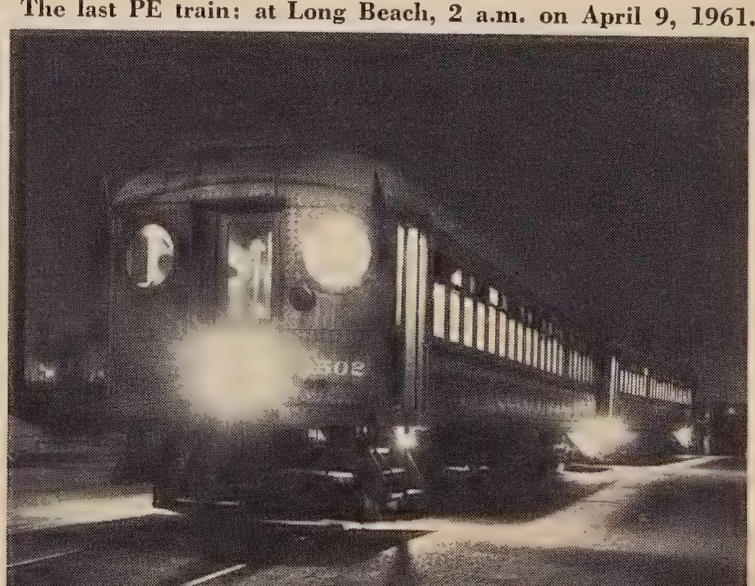
Historic Cars of the Seashore Trolley Museum**, fifth edition, 76 pages. 6x9" $1.25 (Maine residents add 7¢ sales tax) from Seashore Trolley Museum. 4 E. Union St., Goffstown, N.H. 03045, is an expanded photographic history of the cars preserved at Seashore in Kennebunkport, Maine.**

McGraws Electric Railway List, August, 1918**, reprint of the original 1918 listing of North American trolley lines, giving locations, mileage, number of cars, etc. 272 pages in all, is identical with the original except that staple binding is used to cut down cost. Available from Harold E. Cox, 80 Virginia Ter., Forty Fort, Pa. 18704, at $5.**

Lone interurban at dusk below Compton, Calif., April 8, '61.



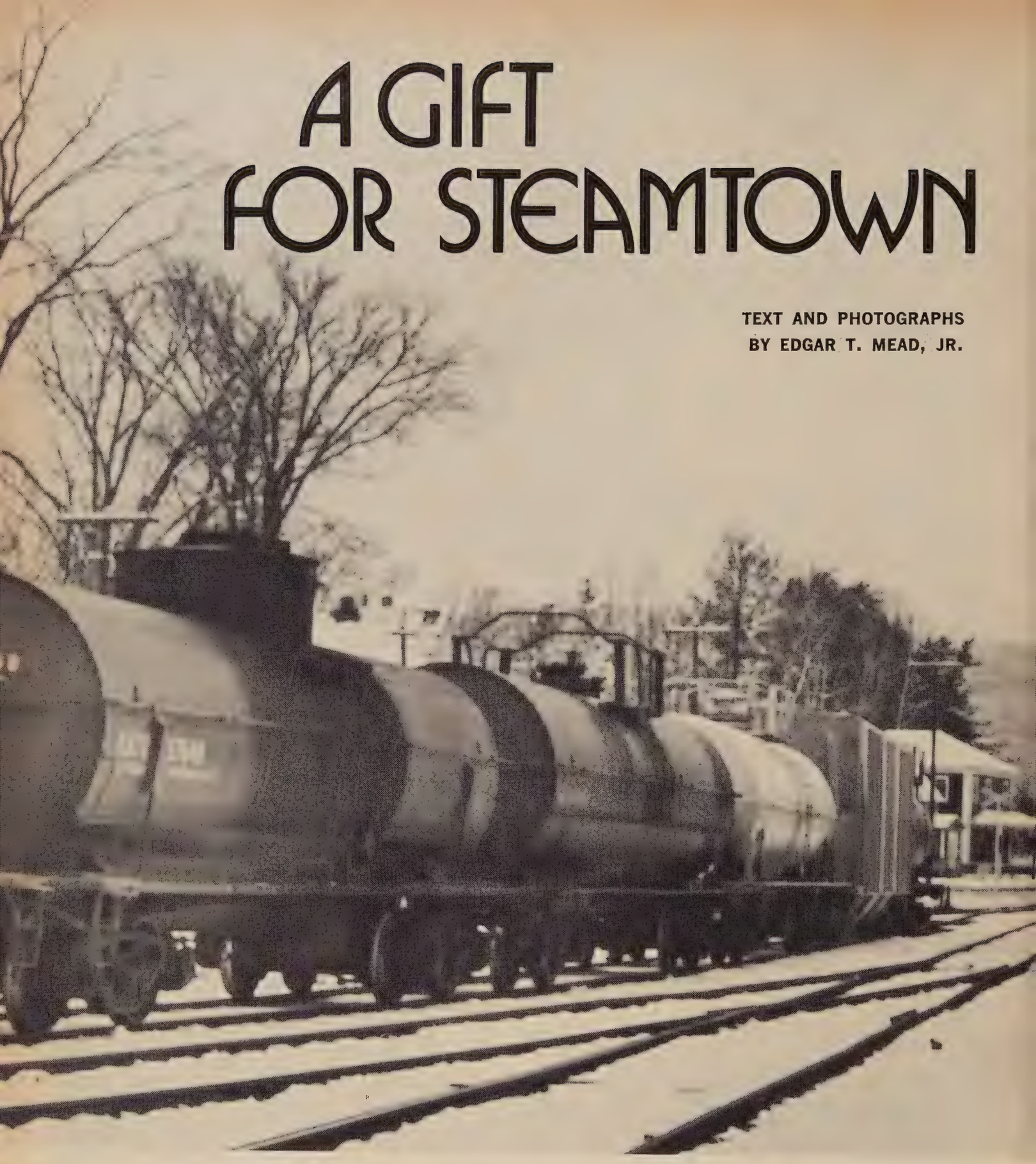
The last PE train: at Long Beach, 2 a.m. on April 9, 1961.



Yvonne Ruiz awaits a PCC at 18th Street and Church. No. 1040 will shortly climb the hill through Dolores Park on perhaps the most scenic trolley route in San Francisco.
Virgil Staff, P.O. Box 268, Berkeley, Calif. 94701

A GIFT FOR STEAMTOWN

TEXT AND PHOTOGRAPHS
BY EDGAR T. MEAD, JR.



THE OUTSIDE thermometer had dropped close to zero. Blue smoke curled upward from the engine dispatcher's office in the Boston & Maine enginehouse yard at West Lebanon, N.H. A half dozen freight diesels rumbled on the sandhouse track waiting for assignment. Today, the local freight was going to fetch not only its usual North Country loads but also a rather unusual cargo, a real steam locomotives.

She was a chunky 2-4-2 tank which Groveton Papers Company of Groveton, N.H., was donating to Steamtown. She would be moved on her own wheels to Bellows Falls from North Haverhill, N.H., where she was stored. Fifteen inches of snow had fallen the night befor, and at this early morning hour of December 23rd, 1969, a question arose as to whether or not the old yard goat could safely make the trip.

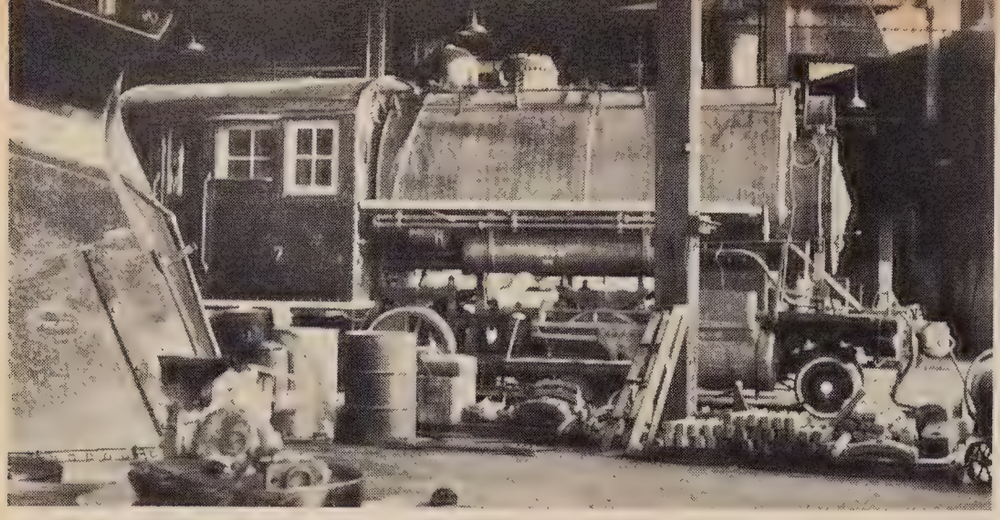
Engineer Provencher, a resident of White River Junction, Vt., signed on at 8:45 a.m. His engine was No. 1557, a General Motors GP-6 single-unit de-

Highball signals, possibly the only ones on earth that are still operating on a common-carrier railroad, guard the interchange between the Boston & Maine and the Maine Central at Whitefield, N.H. When the track is clear, the ball and its attached light are raised by a pulley. When it isn't, they are lowered. The word *highball* originiated from this device, which used to be quite common.

signed for freight, passenger, or switching. Swinging on board, he checked the controls, tested the air brake, and slowly advanced the smooth-running diesel to the turntable, where it was turned so that its cab faced frontward to permit more heat and better visibility. Once turned, it paused only to take on fireman Harold Shuttleworth, who showed up a few minutes late, owing to snow troubles on his Canaan farm. Everything lagged minutes and hours under the constant threat of stuck switcher, frozen controls, and the general cussedness of other mechanical things in New England winter weather.

This was train No. 481, with 33 cars, including 26 bound from White River to Wells River, where the Canadian Pacific's Newport local would pick them up. The train would cover 40 miles of the former Connecticut & Passumpsic line, which follows the west, or Vermont, river bank.

Conductor Fortier conferred briefly with the engine crew and at 10:25 a.m. he boarded the caboose as it ambled



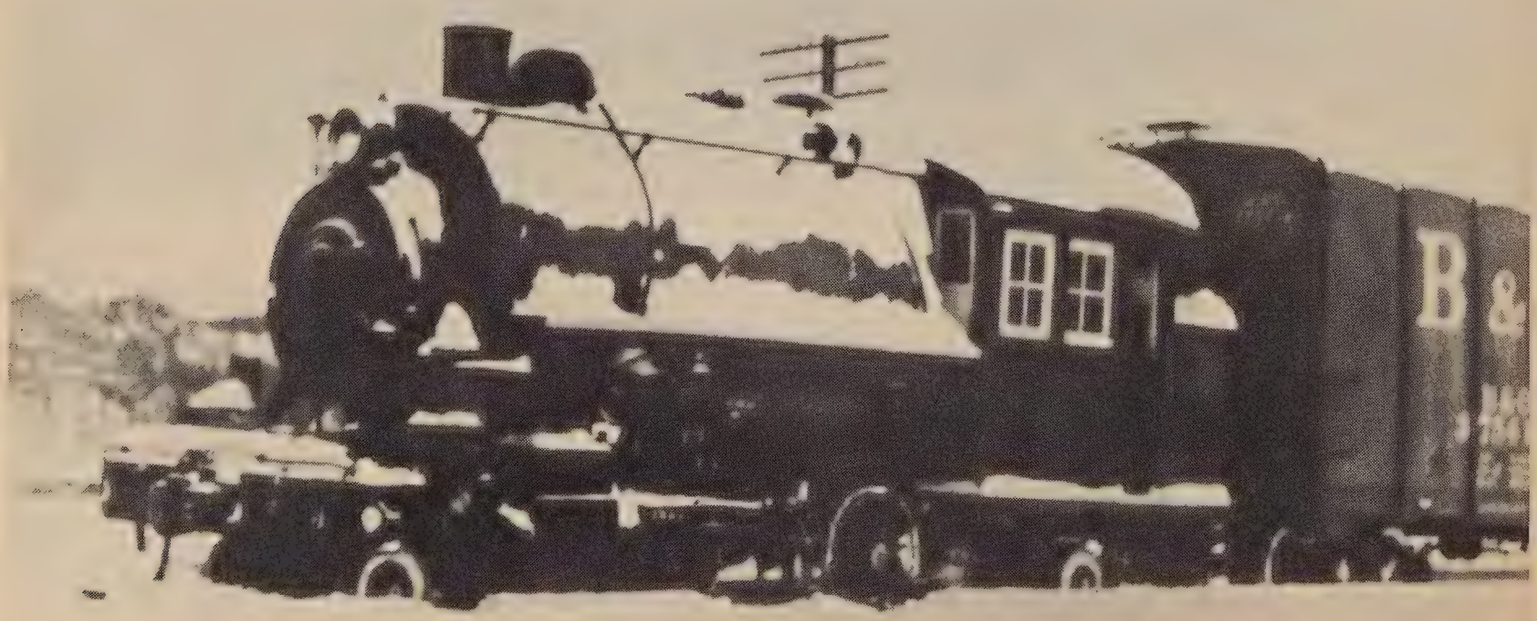
No. 7 under repair at Boston & Maine roundhouse in West Lebanon, Jan., 1970.

by. The train gathered speed past White River Junction station, now lonely and sad after the closure of passenger service. Central Vermont tracks branched off to the west, while the Northern Railroad hooked off sharply eastward to Concord and Boston. Snow blew off the car tops as the train accelerated, fighting a moderate grade which eased up at Wilder. It passed Norwich, Vt. The depot there had been restored by a local social group, partly as a reminder of the days when thousands of Dartmouth students used it many years before. Distant views of two mountains, Smarts and Cube, foretold the nearness of the White Mountains of New Hampshire. The freight jogged through Kendall, named by the B&M in honor of John Kendall, World War I rail chief and father of William Kendall, president of the Louisville & Nashville. Many noted railroaders had started their careers along this strenth of track. There were presidents of the Santa Fe and the Northern Pacific and, most famous of all, the Baltimore & Ohio's Dan Willard had learned his engine trade on this Passumpsic line.

A load of lumber was shunted to a stub siding at Ely, Vt., scene of a bad wreck two years before. Twenty-two cars had hurtled off the line from the southbound Canadian Pacific job, due to rough trackage. Within 36 hours local people swarming over the wreck had looted it of lumber, foodstuffs, and canned beer, which they surreptitiously hauled away on skimobiles in the dead of night. Crumpled remains of the freight cars remained on the spot for a year and a half before they were cut up and moved elsewhere.

Delivery of the load of lumber that wintry day in 1969 at Ely involved a "flying switch." Engine 1557 uncoupled the head car, moving back the full length of the freight train. Then she reversed and headed up the track, while a trainman stood poised at the lumberyard switch. So great was the friction of ice and snow that Provencher had to make two trips before the car sailed successfully into the siding. Then at 11:30 the train left Ely.

Fifteen minutes later it passed Fair-



No. 7 at West Lebanon ready to go to Steamtown is shown above. Photograph at bottom of page 42 pictures the same engine at 10 below in Woodsville Yard.

lee, Vt., and soon afterward Bradford, Conicut, and Newbury. At one o'clock diesel unit 1557 as honking for road crossings below Wells River. If you had been there, looming across the valley, you could have seen the snow-covered farms and church spires of North Haverhill and beyond them the white peaks of Sugarloaf and Mt. Moosilauke.

Conductor Fortier observed that they'd be late, what with the special pickup of the little steam locomotive at North Haverhill and a quick run to Littleton for empty salt cars. But here at Wells River the spacious old station building was now serving as a discount store, which its owner had painted cherry red that glowed like a beacon in the snow. Off to the east lay Woodsville, with its stately wooden churches, its Courthouse, and railroad structures. The town had once been a busy rail center, with tracks spoking out in five directions and a roundhouse that serviced two dozen steam locomotives in a typical average day. Even this local freight used to start from Woodsville.

Switches were turned with difficulty, and great effort was needed just to wade through waist-deep snow this day. Fear of derailment was ever present; trains were switched with unusual caution. The train now consisted of only two cars. All others had been set off at Wells River for the CP switcher, which stood glistening with a cheerful red caboose ready for a northward run to Newport. The B&M train had prepared for its unusual mission at North Haverhill.

Thirty years ago, this branch south of Woodsville had been the main line of the Boston, Concord & Montreal, which began at Concord, N.H., passed Lake Winnepesaukee, and climbed through Oliverian Notch to reach Woodsville, western gateway to the White Mountains. Some 70 years ago, long trains of Pullman sleepers had carried vacationers to the big resort

This is the unit that hauled the "Gift for Steamtown": Boston & Maine GP-6 No. 1557, pictured on turntable at West Lebanon (Westboro), New Hampshire.

hotels. Lumber trains smoked their way downgrade from sawmills whose appetite threatened to denude every hillside for many miles around until preservation effort curbed the slaughter.

Since the branch down to Haverhill is seldom used, deep snow covered the track. Footboards of the locomotive acted as impromptu plows. No. 1557 growled up a momentary grade from the river valley and on to the higher foothill level. Wood product plants, feed dealers, and farm machinery suppliers were the only customers left on this short branch. Several years before, a group of former railroaders had leased the lower mile and steam engine No. 7 from the Groveton Papers Company. This engine had been built for Brown Company logging and yard work in northern New Hampshire by the Vulcan works at Wilkes Barre, Pa. Her driving wheels were 38 inches in diameter, with two small-diameter pony wheels to guide her over rough track. She weighed 114,000 pounds; her tractive effort was 25,600 and her boiler pressure 140 pounds per square inch. Her cylinders measured 14 by 20 inches. The group bought a turtle-roof combination car from the Delaware & Hudson and operated trains back and forth during Fair week each fall. They called their line the Blackmount & Haverhill, alas, heavy insurance premiums ate up the profits, and the decision to liquidate was made reluctantly. A Vermont man bought the coach. The fine little saddletanker was donated to Steamtown, the extensive railroad museum in Bellows Falls.

Main rods of the stubby engine had been removed and her bearings were oiled as well as they could be in subfreezing weather. Diesel No. 1557 coupled onto the little 7-spot; but the latter's wheels slid on the snowy rail, so strong was the grip of cold on the oily bearings. It was only after they had gone several rail-lengths that the wheels began to turn normally. Orders said to move at ten miles per hour. The snow and ice-locked track formed a steady base, and the small engine rolled along with silent smoothness. No crowd stood waiting in the station yard to greet the odd train, only a solitary section man trying to dig switch points from the layers of snow.

The steamer sat forlornly in the quiet yard while the diesel droned up to Littleton to fetch seven empty salt cars, returning at 5:45 p.m. After a warming supper in Poor Man's Inn at Woods-

B&M local salutes Canadian Pacific 8400, power for the Newport, Vt., local.

Train bearing Steamtown "gift" crosses cold, dark Connecticut River between Wells River and Woodsville.

ville, a favorite of the railroaders, the engine pulled out at 6:50. With the steamer sandwiched between the diesel and 25 cars of freight, the strange entourage squealed around the tight snowy curve at Wells River and proceded gingerly on the way back to White River Junction.

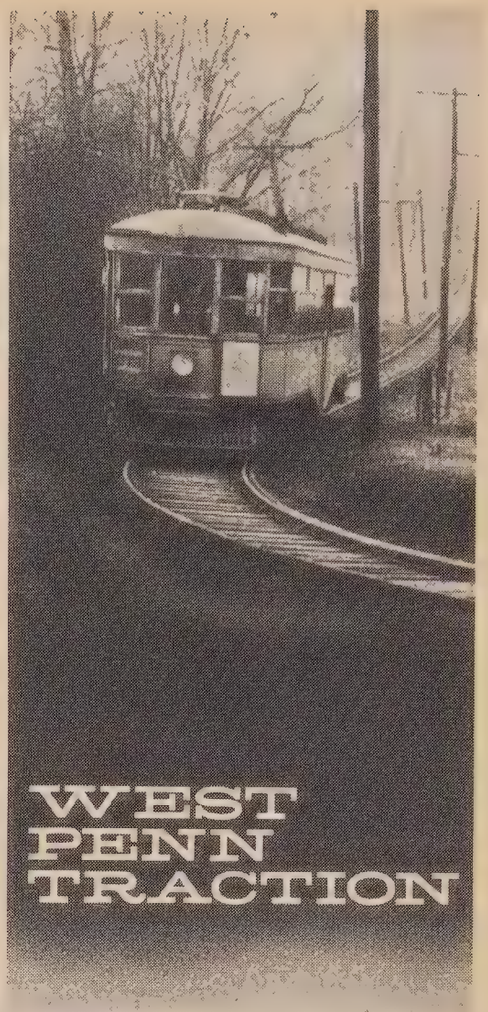
It was like leaving a separate kind of world to get back on the main line. The team of railroad men had thus made another penetration of that North Country area of rocks and snow and fast-running rivers, a land of wearying memories of plow trains stuck for hours at a time, trains off the track on unreachable curves, and of long days piloting stubborn trains over uncertain rails.

At zero degrees, oil trafficked badly with the bearings on the 7-spot, and within ten miles overheating took place. The rancid smells of charred waste and hot oil gave ample warning. At Ely the steamer was set out on a building supply track so that her bearings could cool off and fresh waste be supplied later on. A cold, clear, starlit night enveloped the lonely freight train. After relinquishing the dead steam engine, it bore down the track at its usual 40 miles per hour, gliding around wide, sweeping curves that pursue the Connecticut River downstream. At 10 p.m. diesel unit 1557 nosed into the south yard at White River Junction five hours late. The northbound CP job was still waiting for the local freight while the southbound Springfield train was just preparing to leave. Three diesels were being coupled up on the Boston train. Half an hour later, the weary crew from 1557 signed out at the West Lebanon enginehouse.

Next day there was a fearful icestorm and more snow. The wedge plow flipped over near Kendall, so that the Deerfield wrecker had to be called. No trains ran for days. The little steam engine, No. 7, waited patiently.

A week later, the storm had abated and operations were nearly back to normal. Mechanic Emile Cota repacked the bearings, after shovelling a four-foot trench through the drifted snow. The steamer was towed routinely to the big enginehouse at West Lebanon. There she sat for a month until weather conditions improved. This provided time for a Steamtown crew to paint the engine and prepare her for the 40-mile run to Bellows Falls. When a warm spell came in late January she was coupled into the southbound freight WS-3. Except for momentary overheating at Claremont Junction, which delayed the big, fast train by several minutes, delivery was completed on the Green Mountain Railroad receiving track at 10 a.m.

Little Vulcan No. 7 went on display for the 1970 season and then was kept last winter in Steamtown's brand new enginehouse, where she is staying, dry and protected, waiting to be towed out again for the summer season. ●



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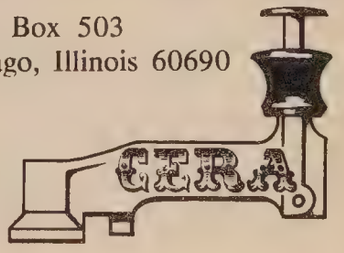

PRIVATE CAR

by John Kelly

"Mr. Smith? I'm Banks, general superintendent of the Uriah, North & South. Good hunting!"

PROMOTION is slow on any railroad; on our branch line it was like waiting for dead men's shoes. I had nearly given up hope of ever earning enough to buy the six rooms with bath on Redbud Heights that Marie had set her heart on, when Don Michaels, our division superintendent, buzzed me.

I walked around the sooty glass partition that walled off his cubbyhole from the dispatcher's office. The Old Man was sitting hunched over his desk, with his hat cocked above one ear as always, holding out a piece of yellow paper. I took the half sheet of flimsy which our general offices used for memorandums. The message was so unexpected that for a minute I didn't get it.

"Effective October first, Philip Tead (that's me) is appointed assistant superintendent of the Lumberton Division. H. A. Banks, General Superintendent."

I was clearing the door with my throttle wide open and sand under the drivers, so to speak, to phone Marie from my desk, when the Old Man called me back.

"Let your wife have the whole story," he said. "There's more to it."

He fumbled the papers on his desk with the thick fingers that had brought him up the hard way from the maintenance-of-way gang. He found another yellow sheet and cleared his throat.

"Before taking up your new job, report at the general offices for a short period of indoctrination." He regarded me owlishly, with scarcely concealed contempt for the "book l'arnin'" white collars of the Uriah, North & South. "Does that mean they're putting you in the Medical Department?"

I fell in with his mood. "I haven't heard of Doc Morford retiring."

Then I was given the news that big shipper H. Montgomery Smith had picked out territory for his annual hunting trip and the general super wished him on me. Our branch, known as the Uriah, North & South, was a poor relation of the great railroad system. The officials remembered us only when they wanted to, but forgot the little line when we needed help. It didn't bear the name of the parent road, and mostly ran by itself, like a woods colt. So much so that, once in a while when we hauled system rolling stock, kids along the way pointed it out as "foreign" stuff.

Our locomotives are museum pieces, our best rails hand-me-downs junked from the system main line. For all that, or because of it, we're proud of the UN&S.

We ran three hundred miles along the Coast, from Metropolis, where the system didn't touch us with a ten-foot pole but sent exchange cars across the bay on lighters to Lumberton. Halfway up the line, at Uriah, the UN&S had a spur, running due east into the mountains for twenty-odd miles. No railroader ever built it, for it seems to go straight up in places, hanging over the gorge of Grasswater Creek, to gain altitude.

Tom Prescott, who had promoted our line, took it in with a lot of other timber roads that he linked together to form our mileage. The spur stuck out like a sore thumb and ran nowhere, but one look at our ailing balance sheet would explain why no asset, however phony, was ever written off.

There was a fine stand of spruce beyond the head of rail that might be cut some day and then we'd get the business. To hold the franchise we ran a *Casey Jones*—a gas-powered coach hauling a package car—up to Ryerson every morning, doubling back right away.

Beyond Ryerson the steel climbed another two miles to an abandoned mill site on a flat saddle of the Range, ending in a double-end siding and a wye for turning locomotives. We hardly ever used it and the rails were thick with rust. The Forest Service had pulled down the old shack and polished the grounds. It was a right nice place, high and cool, with the scent of pines tingling in your nostrils and a view that carried over Uriah and out to sea, when there was no fog. Folks used to go there on picnics or hunting.

The president of the system himself had written a letter and Mr. Banks let me read it. It was polite but emphatic. A pal of H. Montgomery Smith had hunted in our territory the year before and nothing would do but Mr. Smith must bag bigger game. To make it clear that the tenderfoot was a higher number and not to be fobbed off on a baggage smasher as chaperon, the letter hinted out loud that H. Montgomery Smith was worth fifty millions and that his brother-in-law sat on the system's board.

Between the lines, we made out that our visitor was touchy as a teased snake and he considered anyone west of Philadelphia as quaint and born with two strikes on him. The president hoped the hunter would have a good time. He didn't say anything about us.

"That's your baby now," said Mr. Banks, and I began to understand that trouble-shooting was more than merely putting wrecks back on the rails.

"What'll we do with him?" I asked.

"I'd say send him up the head rail beyond Ryerson," the general super replied. "Everything in fur and feathers this country's got is up there, and the Forest Service will find him a guide. *Casey Jones* can make a special afternoon run to haul Smith and his gear, and he'll be off our hands."

"Neat but not gaudy," I applauded, feeling that the problem was solved.

NEXT morning I rang the Forest Service at Ryerson and told Mel Harker , the acting ranger, the truth but not the whole truth about our guest. Mel said he'd guide such an important person himself and find him the biggest bucks and bears on the range. With that ticked off, I sauntered over to the depot to join Mr. Banks as reception committee.

H. Montgomery Smith got in at noon on Number 2, our daily passenger northbound. He wasn't in the parlor car nor in the Pullman we sometimes carried. Hitched on the rear and giving the fireman a backache with the extra coal needed to haul her was the private car of the system's president.

Everybody from general office stiffs to wipers in the roundhouse crowded around, staring. Car 1001 was the biggest thing on six-wheel trucks ever to roll on our rails, longer and heavier than a Pullman, loaded with nickel and brass and shiny with new paint. Inside, though we didn't know it then, were full-size beds, bath, and kitchen, and even a piano to drown the clicking of the rail-joints when the big boss wanted to get his mind off business.

The outfit gave us a new idea of the prestige of Mr. Smith. When Mart Camerson in the cab shut off and eased on his air, rolling to a stop that wouldn't break a robin's egg, Mr. Banks swallowed hard and headed for the rear platform, with me trailing him.

The rear glass door was locked and a snooty porter took his time about opening. His nose tipped several degrees above normal as he looked us over.

"Ah'll see if Mr. Smith will see you-all," he announced in doubtful tones, and shut the door in our faces.

In about five minutes, after Number 2's rear brakeman had uncoupled the system's plush wagon and Camerson had tooted his take-off for Lumberton, the porter came back with a tall thin man. I didn't know what I'd expect H. Montgomery Smith to be, but not this. His indoor tan had drowned a hundred cases of Scotch. A hifalutin tailor had done his best with the blue serge, but on that rack of bones the fit was no better than my cheap business man's pepper and salt suit that Marie insisted I wear since I was in the general offices.

The thin man blocked the door. "Well," he snapped, "what is it?"

We're friendly folks on the UN&S and Mr. Banks liked almost everybody. He put out his hand.

"Mr. Smith? I'm Banks, general superintendent of the Uriah, North & South, come to wish you good hunting. This is Mr. Tead, who'll make it his business to see that you enjoy your stay."

The pompous visitor didn't see Banks' hand, but he picked up the last word. "How long must we stay in this hole?" he barked.

That didn't set well. Uriah's a right nice town, a mite hot and dusty after Lumberton perhaps, but pretty, with flowers everywhere. And as far you could see, vineyards covered the foothills. Mr. Banks flushed and eased himself down the steps, leaving my job for me to do. I said, polite, what our plans were, but H. Montgomery Smith didn't give me time to finish. He vetoed them.

He would hunt on the range, but the private car went with him, no *Casey Jones* or camping out. I had my doubts that we could haul so much weight up the mountain. Timber roads are built to carry loads downgrade, and steep slopes don't matter then. And even if we could make the grade, what with? Mainline divisions have spare locomotives in every roundhouse, but our veterans got no time off. They ran until we had to tow them into the shops, fires dumped and crippled.

"I doubt if we can spare an engine, sir," I said, biting my tongue, for I hated to admit our poverty to this outsider. He looked down his long pink nose as if I was mooching a dime.

"I am accustomed to having my wishes obeyed without question or delay," he said icily. "We"—he built a fence around the word, with P. Tead outside—"will lunch aboard. If you are not prepared to move this car to the hunting grounds in an hour's time, I shall telephone Metropolis for a system engine."

I gulped down a bowl of chili at Toggliati's quick-and-dirty while figuring what to do. Then I went over to the general offices and dumped the problem in Mr. Bank's lap. The superintendent was with our president and called me in.

"How'd you make out with our visitor?" the general super questioned.

"I'd rather not say," I replied.

Our big chief gave me a dirty look; fifty million dollars couldn't be wrong. But he thought differently when he heard my story. A howl from Mr. Smith right then could spell plenty grief for the UN&S. We were in a tight spot. Our revenues were off and that week our president must hit the system for a cash advance. But Mr. Banks couldn't pull locomotives out of the grapevines.

The "milk and mixed" had limped in that morning with a tire sprung on one of old 95's drivers, and took our last reserve engine. The only thing on rails in Uriah was 168, the six-wheeled yard goat. I went down to interview her engineer, crochety Bill Hodgerson.

Bill was in rare good humor and heard me through without complaint.

"If we can't get her up the mountain, we'll sure slow her down if she slides back," he grinned. "But you'll have to get me a fireman."

"What's happened to Bidge Melody," I inquired in surprise.

"He got a system pass an' him an' his ol' lady's leavin' on Number One today to visit her folks in Salt Lake."

IN THE roundhouse I found Dick Durndell, who had thrown up his indoor job as waybill clerk to start as a wiper.

"You want to run extra, Dick?" I asked. "We're going up the mountain."

"Anywhere!" he cried happily, snatching up his jumper and dinner pail.

He beat me to the switch engine by a hundred yards.

With her sandboxes filled and an extra sack in the tender, little 168 backed down on the private car just as Mr. Smith's hour was running out. Sure enough, he was coming down the steps heading for the depot telephone booth.

I nudged Bill Hodgerson. "Don't couple on too easily."

Bill was expert at that. He banged into 1001 just hard enough to shake up our visitor considerably, without smashing the coupler. The pompous ass gave us his best glare, stomped up the steps and through the door. Until we got up the mountain, as far as life in the car was concerned, we might have been hauling scrap iron.

Our little goat coughed and puffed and had to rest two or three times on the steepest grades. The private car's weight dragged her tail down and Bill had to baby her to keep her forward drivers gripping the rails. The last

pound of sand was gone when 168 finally drew up alongside the small shingled station at Ryerson.

Mel Harker was waiting. I pounded on the glass door until the porter opened up and brought Mr. Smith. I introduced the ranger and left them to talk hunting while I faded back to the engine, wanting no more truck with our visitor.

From Ryerson on, the grade was easier and we made fair time to the summit. I uncoupled 1001 under the shade of a Douglas fir, while Hodgerson ran out on the wye, turning his engine, and came back on the passing track, bound for town.

I had a foot on the cab's step when Mr. Smith erupted from the private car in a vile mood. Everything was wrong. First, he had no view. He insisted on being moved to the head of the slope where the view was grand, sure enough, but only the brakes held the car from a dive down Grasswater canyon.

Bill growled but made the change. Then Mr. Smith pulled another one. The yard engine would have to stay, in case the hunting was a flop or if for any reason the distinguished visitor chose to leave in a hurry. I quoted rules until I was black in the face, but couldn't budge him. Finally I left it up to the crew.

Durndell was agreeable; at nineteen anything is a lark, but Hodgerson raised hell. Then I remembered how badly we needed the system's cash and I got the engineer off to one side, reminding him of the overtime and promising him anything within reason if he'd at least stay overnight, until I could see Mr. Banks. Just when I finally got Bill a mite calmed, the great hunter came up with his masterpiece.

The 168 must keep her fires up, for the car's steam and hot water, but the occupant couldn't be annoyed by her uncouth panting in his presence. He pointed out a place about two hundred feet back on the siding where he'd permit her to stand. I thought Bill would brain Mr. Smith with an oil can, but I held Hodgerson to his promise. Walking down to Ryerson in the late afternoon, I borrowed the trackwalker's putt-putt to ride to Uriah.

IN TOWN the general offices were closed and the night dispatcher was alone in his cubbyhole in the depot. Our president had gone to beg for our loan. Mr. Banks was eating with friends. It was only a few blocks away, and I got him out on the porch. The general superintendent wasn't one to take his business worries home and, with a good dinner under his belt, Mr. Smith's antics looked pretty funny to him.

"He doesn't need an engine to get back to town," Mr. Banks chortled. "With the brakes off, that car would roll right into our yards and hitch itself on to Number One."

It was a long time since I'd had that Chili and Toggliati's bowls had thick sides to look big. I wasn't amused.

"Shall I tell him to try it?" I growled, forgetting that Mr. Banks was my boss. "How long would 1001 hold the rails?"

The superintendent's mood sobered. "Don't worry. Smith won't risk his neck. As to the engine, we'll have to pacify him. Let him keep her until we get the system's money. Then—" the brass collar seized a phantom Mr. Smith by the scruff of his neck and seat of his pants and tossed him off the porch.

In the morning I took the *Casey Jones* right up to the head of rail with pipe for Mr. Smith's steam connection and coal and sand for 168. Our guest had gone hunting, and for the first time I saw that he wasn't alone in the car. His wife and child were sitting on a log in the sunshine and came over to watch us rig the steam line. The boy, Ronnie, was about twelve, with a bright discontented face as though he'd always had too much of everything. Mrs. Smith was tall and dark-haired and nice-looking. We got talking together.

I found myself telling her about Marie and the home we planned on Redbud Heights if I could hold my new job long enough to save the price. Then it got along toward the time when her self-important husband could be expected, so I excused myself and walked over to the mouth of a trail leading to the hunting grounds. As I crossed the tracks I saw Mrs. Smith go into the car and was glad; I didn't want her to hear the fracas.

Ronnie's high thin voice came to me, "Golly!" he cried, "we're really going for a train ride! All aboooard!"

I didn't pay him any mind, thinking how much imagination kids have, when I heard something no railroad man mistakes, the sound of rolling wheels on rails. I whirled about.

Ronnie was standing on the platform, which faced downgrade, waving his hands and shouting happily. No one else was in sight. The 1001 was moving, gathering speed as the slope caught it. In some way the boy had released the brake, as sometimes folks moving around in a hand-set car will loosen the grip of the brakeshoes.

I put everything I had into a sprint, but couldn't gain on 1001. Then I saved my lungs to yell. That did nothing either. I'd been among Pullmans enough to know why. The porter was catching himself some shut-eye and the motion wouldn't wake him; the cook figured it none of his business. The car rounded a bend and disappeared. As it turned, I saw Mrs. Smith reach through the doorway and snatch Ronnie from the platform.

Mister, I was scared! While I stood there frozen, I heard a toot and the rattle of driving wheels over switch points and here came little 168, the black smoke of fresh coal pouring from her stubby funnel. Quick thinking has made Dick Durndell the youngest division superintendent on the Uriah, North & South; he got his start that day. I grabbed the step as the engine passed and swung myself aboard. The tall lad was standing at the throttle, but he moved over.

"Will you take her, Mr. Tead?" he asked me as calmly as if chasing runaways was all in the day's work.

I'm an inside man. "I've never touched a throttle," I told him. "Have you?"

"Oh, yes, sir!" he said eagerly. "Bill lets me practice when he's finished switching and last week I was made relief hostler."

That's the first step up the ladder.

"She's yours, then!" I shouted over 168's wheezes and clanking. "Give her everything you've got!" I grabbed a scoop and opened the firebox door. "I'll fire."

I had no time to think of what would happen to the UN&S if car 1001 crashed. It was up to us, an office staff and an apprentice fireman, to save her, for even if the porter and cook had come to, hand-brakes wouldn't stop the racing car now. There was a horseshoe curve above Ryerson; if she kept the rails, a dozen death traps waited in Grasswater Creek gorge.

WE CAUGHT up with 1001 a half mile above Ryerson and I blessed automatic couplers. In the old days you had to take a heavy iron coupling pin in hand, crawl out of the window, clinging to whatever you could, and make your way forward on the footboard to the cowcatcher, lift the pilot bar and wait. Meanwhile, the engine pitched and lurched like a lifeboat in an onshore sea. You had to

wait for the couplers to meet so that you could drop the pin through. It isn't easy yet; coupling on the fly is hard enough on a straightaway, level track.

While I fought to keep up steam, Dick ran down on the private car, moving just enough faster so that when the couplings engaged, the pressure would lock them.

We heard the clang of iron meeting iron; Durndell choked his steam and pulled on the airbrake lever. Old 168 slowed obediently, but the car shot ahead, faster than ever for our push. The engine rushed after the runaway, nosed her again, and car 1001 raced away—alone.

Then the curve swung her about with her drawbar off center, making coupling impossible, and we could only follow, sick at heart, watching the ponderous shape heel over on the sharp turn, making a miraculous recovery when she was almost on her side.

The runaway thundered through Ryerson with 168 clattering a hundred yards behind. I caught a glimpse of "Pop" Haskell's scared face in the depot window and knew the agent would burn the wire to Uriah, calling the wrecker and Doc Morford. The coroner would be more needed, if we didn't stop 1001 immediately.

I took off my coat and told Durndell what I was up to. He tried to elbow me aside, but I couldn't handle his job while anyone could do mine. When I got out on the cowcatcher, hanging on with one hand to a headlight bracket, I saw that I had guessed the trouble, but would be more likely to fall under 168's wheels than right it. To engage, couplers must be open, and usually they remain so, but it is possible to close them, like you fold your fingers on your palm.

The 1001's rear coupler was closed —perhaps in Ronnie's playing—and when the engine came against it, it was like trying to shake hands with a man who keeps his fist balled.

We were jolting along, not more than a yard behind the private car. Had I been Tarzan, I might have jumped the gap, grabbing 1001's vestibule. But my stance was unsure and I couldn't bring myself to try it. I yelled, for the porter could have wedged the coupler open with a flagstaff, but no one heard me. There was only one other way. I swung out from 168's side and peered ahead. We had about a half-mile of steep straightaway, then a near left-angle curve that neither car nor engine could round at our speed.

Waving Dick to inch in on the car, I got down on my hands and knees and leaned out over 168's nose toward the closed bumper. If Dick rammed the 1001, I'd be lucky to get off with a smashed hand.

It was now or never; there was no time for a second try. My utmost reach was an inch short; Durndell put a feather's weight more pull on the throttle, and iron was cold against my fingers. Levering my body back against the boiler head, I yanked and felt the coupler swing wide. Grabbing the bracket, I pulled myself erect, signaling Durndell. The engine eased forward; the couplers met and held.

No. 168's cowcatcher could give a roller-coaster lessons any day, but the next minute I was nearly thrown, for sure. Durndell shut off his steam and gave the works all in one motion. I thought the engine would tear apart.

Sand poured on the rails; the brake-shoes clamped on the drivers. The locked wheels screeched and slid; a shower of sparks rained down on the crossties. I could smell the hot iron. Old 168 quivered and shuddered, caught between the pull of momentum and the grip of the brakes.

There was something of the bulldog in the locomotive and the youngster at her throttle. Like a terrier with jaws gripped on a steer's nose, 168 was tossed and shaken, but she hung on.

I got across to the 1001's platform and set the rear brakes, but the door was locked and there was no answer to my pounding. The private car, with all the fight beaten out of it, stopped just short of the right-angle bend. Dick hadn't turned a hair, but I felt a thousand years old and my knees were jelly.

The boy was giving me a hand up into the cab when a whistle screamed down the canyon. The wrecking train puffed up with her safety valve popping. As it came near I could see Superintendent Banks and the president himself clinging precariously to the chains of the crane, looking scared.

We backed up to Ryerson with the wrecker pushing and there was H. Montgomery Smith, madder than a drunk squaw. He thought we'd run out on him. When he heard what had really happened, he blew his top and jumped me with horns and hoofs. You could hear him two miles away.

That just about finished me. I figured no job was worth taking more of that and I was picking out a likely spot on his jaw to sink my fist in, when 1001's door opened and the gracious Mrs. Smith looked out. The great hunter had run out of breath and his wife's voice then became emphatic.

"Montgomery!" she called. That was all, but how she said it! I'd rather take an hour's rawhiding from a mule-skinner than be spoken to that way.

The husband went over to the car and in. We heard him roaring again for a couple of minutes. Then there was silence, so long that the rest of us looked at one another, wondering what to do next.

Suddenly the door opened again and the porter appeared. But he wasn't uppity now; he looked like he'd been through a couple of earthquakes. He came over to me and took off his uniform cap with obvious courtesy.

"Mistah Tead, sah," he mumbled, "Missus say she's ready to leave whenever you-all are." He made a stiff bow and vanished.

We never did see the distinguished hunter again. The 1001 was locked and dark at Uriah, and only the porter came out to ask that it be hitched on the first train to Metropolis. Banks obliged and the system's pride went south, sandwiched between a string of log cars and a caboose. It was a relief to know that we'd seen the last of him —temporarily, at least.

Next day brought me good news. The president declared my indoctrination complete. Thankfully I rode No. 2 to Lumberton, trouble-shooting for Michaels again instead of the general super.

I had nearly forgotten the bad dream on the mountain when the Old Man tossed me a company envelope. Inside was a white one, of fine creamy paper, addressed to me in a round fist I'd never seen before. I took out a folded sheet and caught some words—"never sufficiently express my heartfelt gratitude"—and a signature, "Susannah Smith," but my eyes braked when they struck a paragraph in between.

"I remember you told me," she wrote, "that you hoped you could hold your new job and buy a home. I'm sure you can make your own way, but because of all Ronnie and I owe you, I want to help your success come faster.

"The system needs young men who think as you do. I persuaded Mr. Smith to have you made assistant superintendent of one of the mainline divisions, where there are lots of opportunities for promotion."

So Marie and I are now getting ready to pack up and leave Lumberton for greener pastures. And thus endeth the episode of the private car. ●

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THE DEATH OF A DEPOT

by George J. Gale

I SAW by the papers the other day that the aged and memory-ridden Northern Pacific depot in Montesano, Wash., had yielded to the wrecking bar. So, another segment of passenger railroading in these parts passes into oblivion! And the young know not and care less.

In my prep school days Montesano was one of the night-time stops of the NP train of wooden coaches with open vestibules, pulled by a smoke-plumed 4-6-0, that took me home from Lacey to the Harbor. Those trips were invariably made under cover of darkness, often with a million stars winking overhead. We would pile into the train at the old Lacey station at about 7:30 on a cold November or December evenine; the brass-buttoned conductor would call out, "All aboard!" and the engine would *chug-chug* off to a new adventure.

Many passengers rode those trains. There were bewhiskered farmers and bespectacled shopkeepers, often with their families; and sex-hungry "drummers," or traveling salesmen, usually wearing close-cropped mustaches, lugging their sample cases and always on the lookout for lonely women; and in every coach you were sure to see girls, rosy-cheeked, sensuous, and corseted, with bright clean eyes that betrayed their eagerness for male companionship.

Most of the teen-aged females were students, like myself, going home for a long Thanksgiving Day week-end or a Christmas vacation. They toted overnight satchels and holiday packages. A bunch of them might sit together on rear seats near the pot-bellied coal stove, singing popular songs—their voices were hauntingly beautiful—or munching cookies and maybe telling one another off-color jokes, tittering now and then.

Whenever the train stopped on those crisp wintry evenings, men, women, and youngsters got out, well bundled up, and there were people waiting for them, occasionally with sleighs, at Elma, Montesano, and Aberdeen. I could hear their laughter and cheery greetings mingled with the tinkle of sleigh bells on the frosty air above the conductor's "All aboard!" and the sibilant noise of recharging the train-line.

Farms in the late fall moonlight had the aura of poetry about them. I had never lived on a farm as such, but those vistas of farmhouses in autumnal mist gave me a romantic view of life that I never lost. When I helped my kids in their early school primers with stories of visiting grandfather's farm, I was right there with all the romance. I knew well that the kids weren't identifying with the farmers in those primers, but I was. When I took young boys to Seattle on the Seattle-Portland train, we passed many farms spread out over broad acres, where men worked in the furrowed fields, and lazy brown and white cattle grazed, and there were pretty apple orchards. The kids' reaction to these scenes was almost completely nil. Maybe the phony references to "grandfather's farm" in the school primers did that.

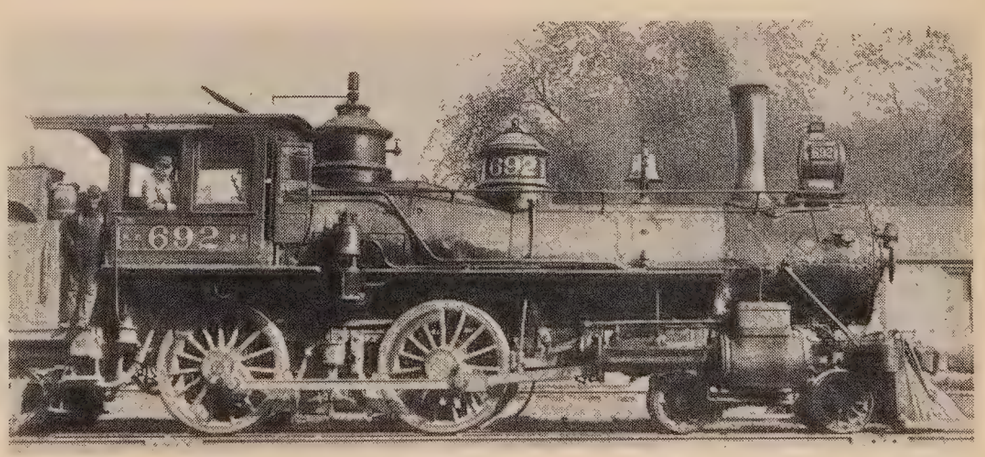
Montesano depot was built away back in 1910, in a world relatively at peace. Railroading was big then. It provided the major linkage with the "outside" and gave us people along the way a touch of adventure, mournful steam whistles, shipments from far places, and all that. Everyone of the foreign immigrant families that settled in the Harbor—in Hoquiam or Aberdeen, Cosmopolis or Satsop—made the last leg of their long trip from the Old Country on the Northern Pacific train that touched Montesano, where now the time-hallowed depot is no more.

The arrival of a passenger train in those old days evoked a romance that neither the airplane nor the bus has been able to duplicate. Anyway, my father came to Aberdeen with me, got a job nearby, and then sent for my mother, whom he had temporarily left behind in the Old Country. When Ma landed with my older brother at the bustling port of New York the two of them were put aboard a New York Central train headed west. She spoke no English. In fact, being Catholic and rural European, she had a peasant's dread of the so-called evil of Protestant Americanism.

A written card notified railroaders that her destination was Aberdeen. When my father received word of her departure from New York—the same agency took care of the matter there—he figured that five days were needed to bring his wife and son across the continent, with the necessary changes of railroad. On the fifth day he took time off from his work to join the other people who waited for the arrival of the train from Seattle.

But his wife and child didn't show up. So he stayed away from his job the next day, and the day after that, and the fourth day. Even then they did not appear. So he had one of his buddies take turns with him in waiting at the station for their arrival. It was not until thirteen days after leaving New York that the two bewildered immigrants finally came to Aberdeen. What a tearful, smiling reunion *that* was!

Understandably, my mother, living in a remote village, had known nothing about railroads. She was totally unfamiliar with broad continental reaches. Whenever the train stopped for a considerable length of time or when she was told to get off to change trains, she thought she had reached her new home. She looked in vain for my dad. He was not there. The little note pinned to her coat by the Travelers Aid was the only thing that eventually brought her to us. I wonder if she noticed Montesano's depot? ●



This NP class B-3 engine (Grant 1888) was running when our author was a boy.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***Who originally owned the parlor-dome car used between Atlanta and New Orleans on Southern Railway's Southern Crescent?***

The Southern obtained it from the Norfolk & Western, which had acquired it from the Wabash when the N&W took that line over. A similar parlor-dome car is in service on the *Nancy Hanks,* operated over the Central of Georgia, a Southern Railway subsidiary. The *Nancy Hanks* car also came from the N&W which got it originally from the Wabash.

2 ***What were the most powerful Canadian steam engines?***

Answers Mike Eagleson: "Canadian National's 2-10-2's were the most powerful on slow freight drags. Canadian Pacific's 2-10-4's had more horsepower than any other Canadian loco for pulling passenger trains over the steep grades of British Columbia. Fortunately, a sample of each of these is preserved. Canadian National 2-10-2 No. 4090 is exhibited by the Canadian Locomotive Historical Society at Delson, Quebec. At the same location is CPR's 2-10-4 No. 5935. Another Canadian Pacific 2-10-4 is preserved in Western Canada."

3 ***Are any diesel loco cabs air-conditioned?***

"Yes," says Jim Edmonston, our diesel expert, "Santa Fe is the first road to install cab air-conditioning in units. In October, 1970, four new GP-38's got Singer air-conditioners at a cost of $1,000 each. Plans are to equip four more diesel cabs, probably done by now."

4 ***What do the letters LT, LD, and CAPY mean on a freight car?***

"CAPY" is short for capacity; the figure following it indicates the number of pounds of freight the car is designed to hold under normal loading conditions. The figure after "LD" indicates the maximum load the car will carry in emergencies. The figure following "LT" is the weight of an empty car. When a car is "light-weighed" it must be clean on the inside, must be standing still on the scales, and must be uncoupled at each end.

5 ***Why did locomotives of a century ago have big flaring stacks?***

Because they burned wood or soft coal and carried a light fire. Big stacks tended to cut down the pull on the fire with each exhaust while the engines were working. Besides, the woodburners' stacks contained a large area of spark-arresting wire netting to guard against forest and brush fires.

6 ***Where can I get film for an old post-card-size camera?***

You can't. Eastman Kodak no longer makes the size 122 film.

7 ***I note from a commuter timetable that Erie Lackawanna has some trains with refreshment cars. Please explain.***

There are 37 of these trains and a total of 42 cars, each equipped with a portable bar which occupies the space of two seats. Refreshments include the full gamut of cocktails, beer, and some soft drinks. Snacks, such as peanuts, also are available.

8 ***Is the Soo Line planning to abandon any trackage?***

Yes, two branch lines, the Greenwood branch, Marshfield to Greenwood, Wis., 22.7 miles, and the Athens branch, Abbotsford to Athens, Wis., 14.7 miles. The Greenwood branch was built by the Wisconsin Central in 1891; the Athens line in 1889 by the Abbotsford & Northeastern. The Soo claims it will save $36,000 a year if the lines are discontinued.

9 ***How many passengers does the Long Island R.R. carry?***

As the nation's busiest commuter railroad, it carried 72,355,640 passengers in 1969. This broke down to 260,000 daily during the week and, in winter time, 75,000 on Saturdays and Sundays. In the summer, 110,000 persons use the road on weekends. One out of every four rail commuters in the U.S. rides the LIRR, 75 percent of them during the three-hour morning and evening rush hours.

10 ***Can a railroader's wife get an annuity?***

Yes, if the husband is at least age 65 and receiving an annuity himself Then, the wife can receive a full benefit at 65, or a reduced benefit at ages 62-64. However, she can get an annuity at any age if she is caring for a minor

One of the most powerful Canadian steam locos was this T-2a class 2-10-4 built by CN in '24; tract. eff., 409,240 lbs.
Railroad Magazine collection

or disabled child whose disability began before age 18. In order to qualify, she must give up a present job. Once the or disabled child whose disability beannuity starts, though, she can go to work for a different employer so long as it is not a railroad.

11 ***What is the governor on a diesel locomotive?***

It is a device for automatically regulating the speed of an engine within its safe operating range.

12 ***What is the average freight-train speed on U.S. railroads from the start to the end of a run?***

Between original and final terminals, the most recent figures from the A.A.R. indicate that freight trains on Class I railroads averaged 20.1 mph. This figure is well below actual running speeds, since it includes time spent picking up and setting out cars at intermediate stations or waiting on sidings to meet opposing trains.

13 ***Please print the poem "In Memoriam," by Clifford Levin.***

Their meeting it was sudden,
Their parting it was sad;
She gave her young life meekly—
'Twas the only life she had.

She's sleeping 'neath the willows,
And she's resting peaceful now,
For that's what always happens
When a freight train meets a cow.

Running Extra

Correction to our February dept. comes from W. E. Rachels, manager of the Seaboard Coast Line Railroad's public relations office, who say the photo of SCL's *Merchandiser* was not shot on the straight Hamlet-Wilmington, N.C., line, but north of Hamlet. Ben Lee of Wadesboro, N.C., also points this out, adding that the highest authorized speed limit on the super-straight Wilmington track is only 45 mph. Several other readers correctly identified the picture.

Answering a question in our February dept. about Philadelphia streetcar routes is James Henwood, 7 Media Ave. Havertown, Pa. 19083, who lists the following routes with numbers:

6 Broad & Olney to Ogontz & Cheltenham Aves., via Ogontz Ave.
10 63rd & Malvern to City Hall, via Lancaster Ave. and Subway.
11 Darby to City Hall, via Woodland Ave. and Subway.
13 Yeadon to City Hall, via Chester Ave. and Subway.
23 Chestnut Hill to South Phila., via Germantown Ave.-11th-12th Sts.
34 61st-Baltimore to City Hall, via Baltimore Ave. and Subway.
36 Elmwood Ave.-Island Road to City Hall, via Elmwood Ave. and Subway (in rush hours, extended to 88th & Eastwick).
50 Rising Sun & Olney Aves. to South Phila., via 4th-5th Sts.
53 10th-Luzurne to Wayne & Carpenter, via Wayne Ave.
56 23rd-Venango to Torresdale & Cottman, via Erie & Torresdale Aves.
60 35th-Allegheny to Richmond & Allegheny, via Allegheny Ave.
62 Chester Ave. Extension, from Yeadon to Darby (rush hours only).
Note: service on Rte. 15 has been replaced by buses because of rebuilding of Girard Ave. bridge. Not certain if trolleys will be restored.

Jim says an excellent street and transit map showing all the preceding lines may be had for 25¢ from SEPTA at 200 W. Wyoming Ave., Philadelphia, Pa. 19140. George Pricskett of Jamestown, N.Y., also answering this question, adds trolley route 47 on Godfrey Avenue.

When were date-nails first used and who manufactured them? Is their use now discontinued?—Arthur Mitchell, 15 Hawthorne Ave., Newburgh, N.Y. (Also asking this question is R.E. Hann, 44 Winton St., Christchurch 1, New Zealand.)

I recall a song about the "Blue Water Line." Was this a real railroad; if so, where was it located?—Larry Hardly, Rte. 2, Bentonville, Ark. 72712.

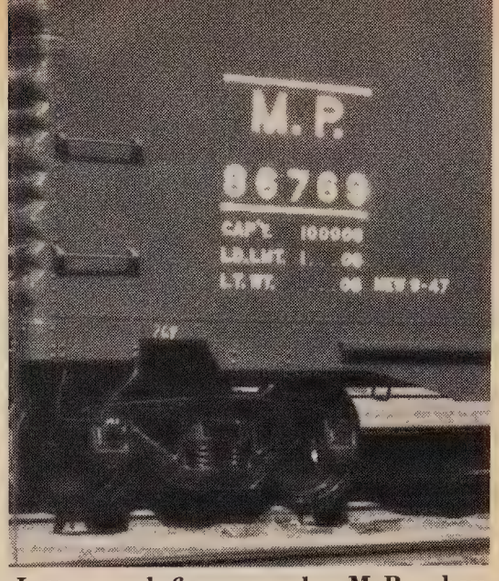
"The description of a 'drop' in your Feb. dept. reminds me of the way New York Central brought commuting trains into old Grand Central Station in New York City before the present terminal was opened in 1913.

"As the train approached the station, the brakeman at the head end uncoupled the steam engine, which then accelerated rapidly to be shunted off somewhere. A switch was then thrown (operated remotely), and the cars coasted up to a platform and were gradually stopped by the brakeman. I have never heard of this being done anywhere else. If a reader has such information, I want to hear about it."—Henry Wilsey, 57 Johnson Ave., Binghamton, N.Y. 13905.

I want to know of any unusual Union Pacific motive power combinations, such as engines of different roads helping to pull UP freights.—Jim Munding, 1740 E. Michelle St., West Covina, Calif. 91791.

What are some of the engine numbers of locos that served the Pottsville-Hazelton-Neseopeck, Pa., branch of the Pennsy?—John J. Gondell, 194 S. Laurel St., Hazelton, Pa. 18201.

I need historical background info. on



Letters and figures under MoPac boxcar number are explained in item 4.

the Kelley Island Lime & Transport Co., a 3-foot-gage quarry railroad that operated in Ohio.—SP4 Ted Schnepf, 484-52-5145, HHB 6/11 Arty, APO San Francisco, Calif. 96217.

How many rear-end observation cars are still used on U.S. passenger trains? —Don McCallum, 2703 Wright Ave., Orlando, Fla. 32803.

Does any company still manufacture oil switch standards, "low boys," or kerosene switchmen's lanterns—Fred Knudsen, 706 Belle Lane, Roseville, Calif. 95678. (Ed. asks: what are railroad "low boys"?)

What happped to the four-wheel yellow cars that Chesapeake & Ohio and Grand Trunk section gangs used here? —Wendell A. Sturges, Box 35, Okemos, Mich. 48864.

I am looking for info., pix, slides, movies, and magazine and newspaper articles on Tacoma Union Depot.—Ron Stellman, 3743 Curtis Place W., Tacoma, Wash. 98466.

Where was the locomotive at Ft. Madison, Iowa, (No. 2913) built? Also, was she used for freight, and what was her steam pressure and tractive effort? —Marion Munford, 915 Concordia Ave., Mexico, Mo. 65265.

What is the longest railway bridge in the U.S.?—Otto Schuerer, 3917 N. 51st. Blvd., Milwaukee, Wisc. 53216.

The Ohio reader who answered a question about the Penn Central branch lines in Pennsylvania (ex-NYC, Newberry Jct. to Oil City and ex-PRR, Red Bank to Driftwood), should contact Robert Lookup, Andrews Hotel, 4th and Hennepin Ave, Minneapolis, Minn. 55401, who wants to know their pre-merger names, passenger service, etc. ●

U.S. Air Force RSD-1, a C-C version, shown on PC at Sharonville, Ohio, in 1970.
Don Dover photo

TRACKSIDE IN THE DIESEL AGE

By Jim Edmonston

THE RECENT panic over possible retirement of D&H's Alco PA's is unfounded, according to Jim Shaughnessy, 479 8th Ave. Troy, N.Y. 12182. As author of a much-in-demand book, *Delaware & Hudson,* Jim is one of that road's most knowledgeable fans. The report that Erie Lackawanna E-8's are on the property is true, but he says they are used only because they have larger water tanks, which are needed to keep up steam heat in the extreme cold winters of upstate New York. The PA's run in pairs to double the water capacity, thus cutting D&H down to two sets of road passenger power, when three are needed. In the past, this service used the old reliable Alco 1600-hp RS-3 road-switchers, but as they have even smaller water tanks, the EL engines were brought up instead.

The RS-3's, then, were stored serviceable for the winter. Jim insists there is no move to dump the PA's in the near future, and underscores this with word that another PA is being re-engined this spring, while the engine out of No. 18 has been rebuilt and is ready to go. The rebuilding program is at this point: New Haven 0783 gave its engine to D&H No. 16 and the latter's engine went in D&H 18, which is now a spare. D&H 17 and 19 still use the original Santa Fe engines.

Canadian Pacific Rail news comes from Bruce Acheson, 2079 Courtland Dr., Burlington, Ontario. He says CPR has leased five Lake Superior & Ishpeming U-23C's, Nos. 2300-2304. According to Bruce, not even the LS&I has seen the 2304 yet; General Electric hasn't delivered it. These engines are reportedly assigned to CPR's Winnipeg area. CP Rail also has leased four Duluth, Missabe & Iron Range SD-9's, which run in Winnipeg but not east of Fort William, due to use of a special lube oil.

Bruce adds that CP Rail's new C-640 should be rolling by now, but I've heard reports to the contrary. If any reader spots this unit, please let me know. Although similar to the new C-636, it is about three feet longer. CPR's C-636's, Nos. 4730-4744, have been given new electric starters for emergency use. They had been stalling in the worst possible places.

Trainmaster News: Steve Timko, P.O. Box 8, Leavittsburg, Ohio 44430, says two Erie Lackawanna H-24-66's are at Hornell, N.Y., the 1860 and 1861, ex-DL&W 860-861. One is serviceable, the other isn't, but he doesn't think either will ever run again.

Frank M. Klock, Jr., 2085 Milton Ave., Solvay, N.Y., says all of EL's Trainmasters are out of service. However, John J. Merwin, 11 Stambaugh St., Girard, Ohio 44420, reports EL is using a Trainmaster in transfer service between Brier Hill Yard, Youngstown, and Warren, Ohio. He often sees it switching a mill yard behind Penn Central's Girard tower, in which he works as third-trick operator. Clear this up the easy way, John, by getting us that ghost engine's number.

A letter from Stan J. Smaill, 3495 Patrician Ave., Montreal, Que., Canada, says Canadian National's only Trainmaster, No. 2900, was retired 2/15/66 and was scrapped by St. Lawrence Iron & Metal Co. of Montreal in the summer of 1968. Stan adds that Norfolk & Western is still operating ex-Virginian Trainmasters in mine service out of Mullens, W. VA., besides using its ex-Wabash TM's (rebuilt by Alco) on the Bellevue, Ohio, hump.

F. M. Barone, 615 Silica St., Nelson, B.C., Canada, says he thinks at least seven CP Trainmasters are still operating; he can vouch for the 8900, 8904, and 8905, all assigned to Trail, B.C. He cites an interesting fact; the last four Trainmasters bought by CP, 8917-8920, were equipped with steam generators in the short hood. This made their short hoods bulge to the full cab width, producing a variant on the TM model that was not widely known. The locos were rebuilt to standard when they lost their steam-heat equipment.

Stan Smaill also updates and corrects our Canadian Alco FA tally as follows: Canadian Pacific: FA-1's, 4; FA-2's, 14; FPA-2's 4; Canadian National: FPA-2's, 4 stock, 4 rebuilt; FPA-4's, 31; FPB-2's, 4; FPB-4's, 11 stock, 4 rebuilt; but CNR 6767 and 6867 were wrecked and may never run again.

A photo of Penn Central FB-1 No. 3392 (ex-New Haven 0462) being hauled dead in a freight on the Westshore Division came to me from "Chip" Greiner, 157 Larch Ave., Bogota, N.J. This loco couldn't be repaired at Selkirk Yard, and was en route to Juniata for "possible repair or probable scrap." It bore a hand-lettered card taped under the rear set of radiator shutters "To Juniata." My opinion: good-bye to one of the very last FB-1's!

Our Locomotive of the Month is the famous old Alco-GE 1000-hp road-switcher RS-1. This unit was the very first of the road-switcher style. The original ones were produced in 1940 and requisitioned by the military for use on the Trans-Iranian Railway to help save Russia from the Nazi hordes —a feat which the RS-1 did so well that it became the prototype for all Russian diesels to follow. Here in America, the first domestic RS-1 went to the Rock Island in 1941. The last two were built as Grand Trunk Western 1950-1951 in Oct. 1957, which

SI 201, a freight RS-1, on local at Coeur D'Alene, Idaho.
Collection of Jim Edmonston

We see this freight RS-1 switching at Silvis, Ill., yard.
Collection of Jim Edmonston

gave RS-1 the record as the longest production run of any diesel model yet produced.

The military version of the RS-1 rode on six-wheel trucks and featured a slanted-side "export" cab for clearance. After serving on the Trans-Iranian, many came home and found spots on the Alaska Railroad (see *Railroad Magazine,* March '71, pages 48-49) and on military bases elsewhere in the United States. Domestic RS-1's have four wheel trucks and a hood and cab exactly like those found on Alco's S-line switchers. The short hood includes room for a steam generator. Units which had these could normally be identified by a short exhaust stack on top of the hood. N.Y., Susquehanna & Western RS-1's are a good example of this "passenger" version.

All RS-1's are powered by the old McIntosh & Seymour six cylinder 539 engine, turbocharged to 1000 hp at 740 rpm. An identifying feature of these units is the oval-shaped fuel tank riding between the cab and battery box, which is very noticeable when you view the loco from the right side and is not found on any other unit.

Approximately 671 RS-1's were built, 64 of them for use in Mexico, none in Canada. Many are still left on Class 1 roads, short lines, and industrial properties. A 100 percent RS-1 roster comes to mind, that of the Washington Terminal Co., which switches Union Station in Washington, D.C. The WT replaced a fleet of 0-6-0's and three of the largest 0-8-0's ever built, Nos. 17, 18, and 19, which had been built to Pennsylvania Railroad C-1 specifications at Altoona. Where are any RS-1's operating near *you?*

Latest news on EMD's turbocharger has it that the problem is not so much with the unit itself as with the bearing directly beneath the assembly. Time will tell.

Send diesel news to me at 792 Farnham Court, Cincinnati, Ohio 45240.●

New York, Susquehanna & Western No. 232, an example of a passenger RS-1, wheels lightweight coach at Hackensack, N.J.
Collection of Jim Edmonston

Ex-Pennsy 4-6-0 5741 steams by signal tower near transportation museum being built at Strasburg, Pa.
Wm. Morrison, 2231 Lancashire Drive, Wilmington, Del. 19810

HOBBY CLUB

conducted by Sy Reich

VERONIA, South Park & Sunset Steam RR. has discontinued steam operations and changed its name to Veronia, South Park & Sunset Railroad. Its coaches have been sold to the Black Hills Central in Hill City, S.D., where they will be refurbished. The road's loco, a 1925 Baldwin 2-6-2, is for sale at Banks, Ore. VSP&S now plans to run special excursions using charter trains.

Two beautiful paintings by Otto Kuhler, one of them featured on the cover of the Dec. '70 issue of Denver & Rio Grande Western's employee magazine, *Green Light,* marking that road's 100th anniversary, now are available in reproductions. One portrays a modern freight climbing a grade through the Rockies; the other shows Rio Grande No. 1 pulling the first train, consisting of a baggage car and two coaches, from Denver to Colorado Springs. Reproductions are 18x24", on heavy vellum paper, $4.50 for both prints, postpaid to anywhere in the U.S. Send checks or money order to Editor, *Green Light,* Rio Grande Railroad, P.O. Box 5482, Denver, Colo. 80217.

Our last month's cover photo, featuring Burlington Northern No. 2076, has been reproduced in 3½ x 5½" and 6x9" size postcards by Audio-Visual Designs, P.O. Box 24, Earlton, N.Y. 12058. Several other BN postcards and those of other roads, plus a color movie of Nickel Plate 759, are also available. For a free list, send a stamped, self-addressed envelope.

Cass Scenic Railroad, which operates between Cass and the top of Bald Knob mountain in West Virginia, topped all previous attendance records in 1970. The tourist line carried 75,425 persons, an increase of about 8,000 over the previous year. Attendance was so heavy that some passengers had to be turned away for lack of space on trains. This year, however, the road plans to put into service five more cars and several additional Shays. At present, the 8-year-old line uses four three-truck Shays and one three-truck Heisler. Schedule for this year is from May 29 to after Labor Day.

Paraphrasing the heading of Mike Eagleson's department, a "safari in search of steam" through Germany and Austria has been organized by Madison Travel Bureau, Box 270, Madison, N.J. 07940. Visits will include steam roundhouses and shops, railroad museums, and the Wuppertal Monorail. In Austria, if plans work out, railfans may get a chance to handle the throttle of a narrow-gage steamer. Departures from New York City, May 28 and Sept. 3; cost is $750. Write for details and a brochure.

For the railroad buff who has everything: a plastic inflatable doll resembling a conductor. Punch him and he pops up again. This creation, called "Punch-a-conductor," was thought up by three frustrated New Haven commuters on their daily treks into Manhattan. It can be ordered for $4.95 from P/C Enterprises, New Canaan, Conn. This info. comes from *Spike & Tie,* monthly of the Blackhawk chapter, NRHS, Box 455, Aurora, Ill. 60507.

Philadelphia chapter, NRHS, now publishes a 4-page photo-offset monthly called *Cinders.* For a yearly subscription, send $3 to editor Paul Kutta, 1359 Green Hill Ave., West Chester, Pa. 19380.

We hear from a railfan who wants to organize a society of railroad matchbook collectors. W. L. Gates, 607 Dawson St. Rear, Uhrichsville, Ohio 44683, says he has about 250 matchbooks from 100 different roads. He'd like to hear from anyone who has ideas on forming such a collector's group.

Potomac Chapter, NRHS, is one of the newest to join that national organization. A recent newsletter features a funny article by Bill Marvel, its editor, about rail photography. Several laws of railfanning are discussed such as the laws which say: "A watched train never comes" and, when visiting terminals, "new, rare, or unusual equipment will be (a) in the shop (b) located just behind the railroad detective or (c) out on the road ('too bad, she was in yesterday.')." Write Bill at 11540 Lockwood Drive, Silver Spring, Md., for membership details.

Union Pacific spikes, tie plates, anchors, and even ties, many of them pre-1900 are being sold by Wm. C. Rogers, 3704 Charles Ave., Cheyenne, Wyo. 82001. Bill says he will give a ten-percent discount to all Railway & Locomotive Historical Society members. Write him for details. ●

SHORTLINES OF CANADA

Locomotive Roster Compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Algoma Central Railway									
———	140	800	GMD	SW8	B-B	57,647	230,590	1951	
———	141	800	GMD	SW8	B-B	57,647	230,590	1952	
———	150-153	1500	GMD	GP7	B-B	62,590	259,000	1951	
———	154	1500	GMD	GP7	B-B	62,590	259,000	1951	
———	155-168	1500	GMD	GP7	B-B	62,590	259,000	1951-2	
———	169-170	1500	GMD	GP7	B-B	62,590	259,000	1952	
———	171-172	1750	GMD	GP9	B-B	62,590	259,000	1963	
Alma & Jonquieres Railway									
———	101	1000	MCGE	S4	B-B	57,000	230,000	1949	
———	102	1000	MCGE	S4	B-B	57,000	230,000	1951	
British Columbia Hydro & Power Authority									
———	900	900	GMD	SW900	B-B	57,500	240,100	1955	
———	901-902	900	GMD	SW900	B-B	57,500	240,100	1956	
———	903-904	900	GMD	SW900	B-B	57,500	240,100	1957	
———	905-908	900	GMD	SW900	B-B	57,500	240,100	1958	
———	909	900	GMD	SW900	B-B	57,500	240,100	1964	
———	910	1000	GMD	SW1000	B-B	60,325	242,000	1967	
———	911	1000	GMD	SW1000	B-B	60,325	242,000	1969	
———	931	900	GMD	SW900	B-B	57,500	240,100	1956	1
———	940-942	660	GE	70-ton	B-B	41,700	139,000	1949	
———	943	660	GE	70-ton	B-B	41,700	139,000	1950	
———	960-962	1000	GE	electric	B-B	31,600	120,000	1912	2
Canada & Gulf Terminal Railway									
———	101	600	GE	70-ton	B-B	41,300	137,600	1946	3
———	102	800	GMD	SW8	B-B	57,057	227,440	1951	4
———	355	380	GE	44-ton	B-B	22,000	88,000	1948	5
Cartier Railway									
———	51-59	1750	GMD	GP9	B-B	60,000	259,600	1959	6
———	61-67	1800	MLW	RS-18	B-B	60,000	259,400	1959	
———	68	1800	MLW	RS-18	B-B	60,000	259,400	1959	
Devco Railway (ex-Sydney & Louisberg Ry. Div. of Cumberland Ry.)									
———	60	600	GE	70-ton	B-B	41,000	137,600	1949	7
———	61	660	Alco-GE	S1	B-B	51,000	195,000	1940	8
———	200-202	1000	MLW	RS-23	B-B	61,658	246,650	1960	9
———	203	1000	Alco-GE	RS-1	B-B	59,600	242,200	1944	10
———	204	1000	Alco-GE	RS-1	B-B	59,600	242,100	1947	10
———	205	1000	Alco-GE	RS-1	B-B	59,600	240,300	1945	10
———	206	1000	Alco-GE	RS-1	B-B	59,600	242,200	1944	10
———	207	1000	Alco-GE	RS-1	B-B	59,600	242,300	1944	10
———	208	1000	Alco-GE	RS-1	B-B	59,600	242,400	1946	10
———	209	1000	Alco-GE	RS-1	B-B	59,600	243,000	1950	11
———	210	1000	Alco-GE	RS-1	B-B	59,600	243,000	1950	11
———	211	1000	Alco-GE	RS-1	B-B	59,600	242,000	1951	11
———	212	1000	Alco-GE	RS-1	B-B	59,600	242,000	1951	11
———	300	1000	Alco-GE	RS-1	B-B	59,600	242,000	1951	11
Dominion Atlantic Railway (owns no equipment)									
Esquimalt and Nanaimo Railway (owns no equipment)									
Essex Terminal Railway									
———	101	660	Alco-GE	S1	B-B	?	?	1941	12
———	102	800	GMD	SW8	B-B	?	?	1951	
———	103	660	MCGE	S3	B-B	?	?	1952	
———	104	800	GMD	SW8	B-B	?	?	1954	
———	105	1200	GMD	SW1200	B-B	?	?	1956	
Grand Falls Central Railway									
———	101-103	660	GE	70-ton	B-B	41,300	140,000	1957	
Grand River Railway (owns no equipment)									
Greater Winnipeg Water District Railway									
———	100	380	GE	44-ton	B-B	22,000	88,000	1946	
———	101	400	GE	44-ton	B-B	22,000	88,000	1949	
———	102	380	GE	44-ton	B-B	22,000	88,000	1945	13
———	103	400	GE	44-ton	B-B	26,400	88,000	?	14
Lake Erie & Northern Railway (owns no equipment)									
Mattagami Railroad									
———	103	300	GE	50-ton	B-B	25,000	100,000	1951	15
———	104	1000	MCGE	S4	B-B	34,000	230,000	1949	16
Midland Railway of Manitoba									
———	1	900	GMD	SW900	B-B	55,480	230,000	1956	1
———	2	1750	GMD	GP9	B-B	62,605	248,640	1957	
Napierville Junction Railway									
RS-15	4050-4051	1500	MCGE	RS-2	B-B	53,000	246,400	1950	
Quebec Central Railway (owns no equipment)									
Quebec North Shore & Labrador Railway									
?	90	550	GE	65-ton	B-B	32,500	130,000	?	17
DS6	91-92	600	GE	70-ton	B-B	41,300	139,000	1951	18
DRS17	100-101	1500	GMD	GP7	B-B	46,000	258,000	1951	19
DRS16	102-103	1600	MCGE	RS-3	B-B	65,050	260,200	1951	
DRS17	104-111	1500	GMD	GP7	B-B	46,000	258,000	1952	19,20
DRS1Z	112-123	1500	GMD	GP7	B-B	46,000	258,000	1953	19
DRS17	124-133	1750	GMD	GP9	B-B	46,000	258,000	1954	
DRS17	134-148	1750	GMD	GP9	B-B	46,000	258,000	1955	
DRS17	149	1750	GMD	GP9	B-B	46,000	258,000	1955	
DRS17	150-169	1750	GMD	GP9	B-B	46,000	258,000	1956	
DRS17	170-175	1750	GMD	GP9	C-C	46,000	258,000	1957	

U.S. soldiers unload supplies on WP&Y.

WP&Y nos. 90-91 at Lake Bennett, B.C.

Rosters are based on data from AC's master mechanic, A&J's mechanical supt., BCH&PA's manager-railway operations, C&GT's asst.-operation; Cartier Railway's trainmaster; Devco's transportation and shipping mgr., GFC's sec.-treas., GWWD's gen. supt., GRR's supt., LE&N's supt., Mattagami's agent, Midland Ry. of Manitoba's gen. supt., NJ's chief mechanical officer, QNS&L's chief mechanical officer, United Ry. Supply Co., R&S's mechanical supt., and TH&B's vice pres. and gen. mgr. They are accurate as of the fourth quarter, 1970.

For the purpose of our rosters, a shortline railroad is defined as a common carrier listed in the *Official Guide*, the *Pocket List of Railroad Officials*, or both, with a route length less than 400 miles.

Locomotive builders: GMD, General Motors Diesel Ltd.; MCGE, Montreal Locomotive Works-Canadian General Electric Co.; GE, General Electric Co.; MLW, Montreal Locomotive Works; Alco-Ge, American Locomotive Co.-General Electric Co.; GM-EMD, General Motors-Electro Motive Div.

(1) Midland Ry. of Manitoba 1 was sold to Hyman-Michaels; then to BCH&PA, renumbered 931 (1969).

(2) BCH&PA 960-962 were formerly Oregon Electric 22, 21, 23; then BCH&PA 960-962 (1946). OE 24 was also purchased for spare parts. BCH&PA 962 is no longer on roster.

(3) C&GT 101 was originally Singer Manufacturing (Thurso & Nation Valley) 5, then C&GT 355 (11/49), then C&GT 101.

(4) C&GT 102 was originally C&GT 356, then renumbered C&GT 102.

(5) C&GT 355 was traded to Singer Mfg. (T&NV), renumbered 8 (1949).

(6) Cartier 51-59 were originally 1-9, then renumbered 51-59.

(7) Devco 60 was originally Pacific Eastern 553, then S&L 60 (7/60), then Devco 60.

(8) Devco 61 was originally Chicago & North Western 1202, then Birmingham Rail & Locomotive 1202, then S&L 61 (11/61), then Devco 61.

(9) Devco 200-202 were originally S&L 200-202, then Devco 200-202.

(10) Devco 203-208 were originally Minneapolis & St. Louis 744, 547, 645, 244, 944, 946; then M&SL 201, 219, 205, 200, 202, 217; then Birmingham Rail & Locomotive 201, 219, 205, 200, 202, 217; then S&L 203-208 (10/60), then Devco 203-208.

(11) Devco 209-212, 300 were originally Wisconsin Central 2360, 2362, 2364-2366; then Soo Line 2360, 2362, 2364-2366; then S&L 209-212, 300, (10/61); then Devco 209-212, 300.

(12) ET 101 was originally Canadian Car & Munition (no number), then ET 101 (1946).

(13) GWWD 102 was originally Swift & Co. 400, then GWWD 102.

(14) GWWD 103 was purchased econd-hand and rebuilt.

(15) Mattagami 103 was traded to MLW (1969).

(16) Mattagami 104 was originally Quebec Iron & Titanium 2, then rebuilt by MLW, traded to Mattagami, renumbered 104.

(17) QNS&L 90 sold to Hanna Nickel Smelting (1954).

(18) QNS&L 91 sold to United Railway Supply, renumbered 91 (12/69). QNS&L 92 sold to Gulf Pulp & Paper Co. (10/63).

(19) QNS&L 100-101, 104-123 were rebuilt to 1750 hp.

(20) QNS&L 109 scrapped (1969).

(21) R&S 21 was originally Aluminum Co. of Canada 72-359, then R&S 21 (1953); it is now operating as Aluminum Co. of Canada 72-359.

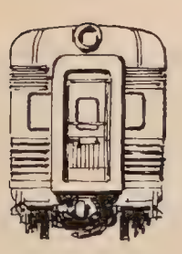
(22) R&S 22 has been rerated to 1500 hp.

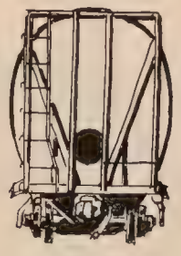
(23) WP&Y 3 was originally U.S. Army 7651, then WP&Y 3.

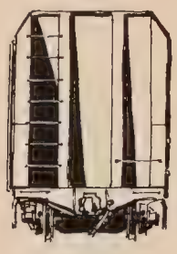
(24) WP&Y 3, 102, 105 were destroyed in a fire (10/15/69).

DRS17	176-177	1750	GMD	GP9	B-B	46,000	258,000	1960	
DRS30	200-205	3000	GMD	SD40	C-C	79,000	387,000	1968-9	
Roberval & Saguenay Railway									
———	18	360	Whitcomb	50-ton	B-B	33,000	135,000	1941	
———	19	1500	Alco-GE	RS-2	B-B	62,000	250,000	1947	
———	20	1500	MCGE	RS-2	B-B	62,000	250,000	1949	
———	21	1000	Alco-GE	S2	B-B	?	?	1943	21
———	22	1600	MLW	RS-3	B-B	62,000	250,000	1955	22
———	23	1200	GMD	SW1200	B-B	62,000	248,000	1956	
———	24	1800	MLW	RS-18	B-B	63,000	250,000	1960	
———	25	1800	MLW	RS-18	B-B	63,000	250,000	1965	
Toronto, Hamilton & Buffalo Railway									
———	51-54	1000	GM-EMD	NW2	B-B	52,000	250,000	1947	
———	55-58	1200	GMD	SW9	B-B	52,000	250,000	1950	
———	71-74	1500	GMD	GP7	B-B	52,000	250,000	1950	
———	75-77	1500	GMD	GP7	B-B	52,000	250,000	1953	
———	401-403	1750	GMD	GP9	B-B	52,000	264,000	1954	
Toronto Terminals Railway (owns no equipment)									
White Pass & Yukon Route									
———	3	175	Plymouth	ML-6	B	10,000	40,000	1942	23,24
———	90-91	800	GE	81-ton	C-C	24,000	162,000	1954	
———	92-94	800	GE	81-ton	C-C	24,000	162,000	1956	
———	95-97	800	GE	81-ton	C-C	24,000	162,000	1963	
———	98-100	800	GE	81-ton	C-C	24,000	162,000	1966	
———	101-107	1200	MLW	DL-535E	C-C	?	?	1969	24

Essex Terminal Alco S1 (1941) still works on road, as far as we know. Prosperous 21-mile shortline connects with CN, CP, N&W, C&O, Penn Central.
Photograph by Elmer Treloar







Shortlines of Wisconsin

Locomotive Roster Compiled by Sy Reich

Road Numbers	HP	Builder	Builders Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Ahnapee & Western Railway								
600-601	600	GE	70-ton	B-B	41,300	137,600	1952	
Green Bay & Western Railroad								
101	660	Alco	HH 660	B-B	?	?	1938	1
102	660	Alco-GE	S1	B-B	59,700	205,000	1949	2
301-304	1500	Alco-GE	RS-2	B-B	62,000	247,300	1950	
305-306	1600	Alco-GE	RS-3	B-B	61,950	247,800	1951	
307-308	1600	Alco-GE	RS-3	B-B	61,575	246,300	1955	
309	1800	Alco Pr.	RS-11	B-B	61,400	249,800	1956	3
310	2400	Alco Pr.	RS-27	B-B	64,025	246,300	1960	
311	2400	Alco Pr.	DL-640A	B-B	64,250	259,500	1963	
312	2400	Alco Pr.	DL-640A	B-B	64,125	255,100	1964	
313-314	2400	Alco Pr.	DL-640A	B-B	64,525	256,200	1965	4
315	3000	Alco Pr.	DL-430	B-B	65,600	263,400	1968	
316-317	2400	Alco Pr.	RS-27	B-B	64,250	253,100	1962	5
506	1500	Alco-GE	FA-1	B-B	58,500	232,500	1947	6
507	1500	Alco-GE	FA-1	B-B	58,500	232,500	1949	7
Hillsboro & North Eastern Railway								
?	380	GE	44-ton	B-B	22,000	88,000	?	
Owns one other unit, the specifications of which are unknown to us								
Kewaunee Green Bay & Western Railroad								
103	660	Alco-GE	S1	B-B	59,850	200,860	1941	8
201	1000	Alco-GE	S2	B-B	69,000	230,000	1948	9
309	1800	Alco Pr.	RS-11	B-B	61,400	249,800	1956	3
314	2400	Alco Pr.	DL-640A	B-B	64,525	256,200	1965	4
501-502	1500	Alco-GE	FA-1	B-B	58,000	232,500	1947	10
503	1500	Alco-GE	FA-1	B-B	58,000	232,500	1949	10
Lake Superior Terminal & Transfer Railway								
100-102	1000	GM-EMD	NW2	B-B	?	?	1948	
103-104	1000	GM-EMD	NW2	B-B	?	?	1949	
105	1200	GM-EMD	SW1200	B-B	?	?	1957	
Laona and Northern Railway								
101	?	Vulcan	45-ton	B-B	22,500	90,000	1941	
102	300	GE	45-ton	B-B	22,500	90,000	1942	11
4	——	Vulcan	——	2-6-2	21,760	179,600	1916	
Marinette, Tomahawk and Western Railroad								
23	1000	GM-EMD	NW2	B-B	61,000	248,000	1948	12
62	1000	GM-EMD	NW2	B-B	62,000	248,000	1948	13
90	900	GM-EMC	NW1	B-B	?	?	1938	14
408	900	GM-EMC	NC	B-B	75,000	250,000	1937	15

Rosters consists of data from A&W's president, GB&W's supervisor of Locomotive Dept., Wisconsin Power & Light's generating station manager, Nekoosa-Edwards' manager of transportation, and United Electric Coal's purchasing agent. They are accurate as of the third quarter, 1970. For the purpose of our rosters, a shortline is defined as a common carrier listed in the *Official Guide* or the *Pocket List of Railroad Officials*, or both, with a route length less than 400 miles.

Locomotive builders: GE, General Electric Co.; Alco, American Locomotive Co.; Alco-GE, American Locomotive Co.-General Electric Co.; Alco Pr. Alco Products: GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp.

(1) GB&W 101 was sold to United Electric Coal, renumbered 1 (4/11/56).
(2) GB&W 102 was sold to Nekoosa-Edwards Paper Co., renumbered 12 (7/68).
(3) GB&W 309 was originally KGB&W 309, then GB&W 309. It was rebuilt to 2000 hp.
(4) GB&W 314 was originally KGB&W 314, then GB&W 314.
(5) GB&W 316-317 were originally Chicago & North Western 902-903 (1st), then Alco Pr. 902-903, then GB&W 316-317 (some sources say 317-316).
(6) GB&W 506 was originally GB&W 503, then GB&W 506 (4/49); scrapped.
(7) GB&W 507 was scrapped.
(8) KGB&W 103 was sold to Nekoosa-Edwards Paper Co., renumbered 61.
(9) KGB&W 201 was sold to Wisconsin Power & Light, renumbered 201.
(10) KGB&W 501-502, 503 were scrapped. KGB&W 503 was upgraded to 1600 hp.
(11) L&N 102 was originally Naval Supply Depot AL-2, then U.S. Navy 65-00246, then L&N 102.
(12) MT&W 23 was originally Lake Terminal 1012, then Birmingham Southern 23 (1962), then Birmingham Rail & Locomotive 23 (12/67), then MT&W 23.
(13) MT&W 62 was originally Detroit, Toledo & Ironton 914, then Mississippi Export 62 (1961), then Whisler Equipment 62, then George R. Silcott 62, then MT&W 62.
(14) MT&W 90 was originally Minneapolis & St. Louis D538, then M&SL 90, then MT&W 90 (1957).
(15) MT&W 408 was originally Youngstown & Northern 202, then Elgin, Joliet & Eastern 408 (1st) (4/46), then MT&W 408 (8/27/55), then Sabine River & Northern 408.

GB&W 1500 hp. Alco, no longer on roster, seen near E. Winona, Wis., in '48.
Photograph by Jim Scribbins

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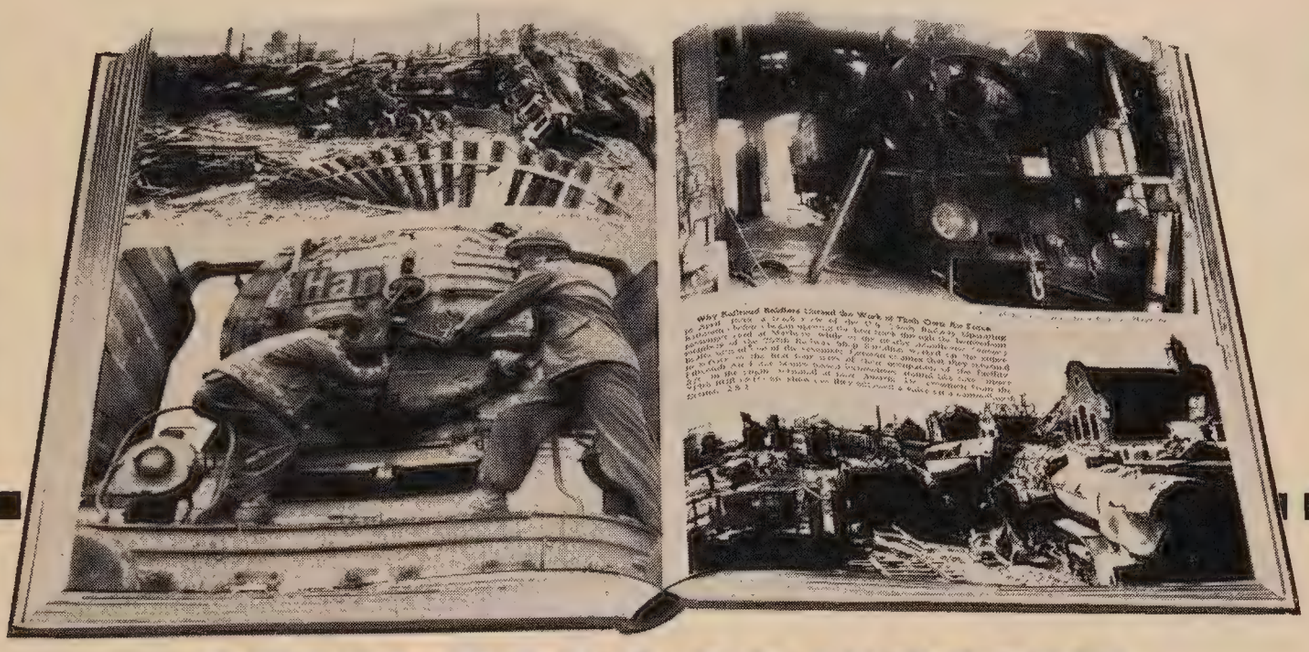

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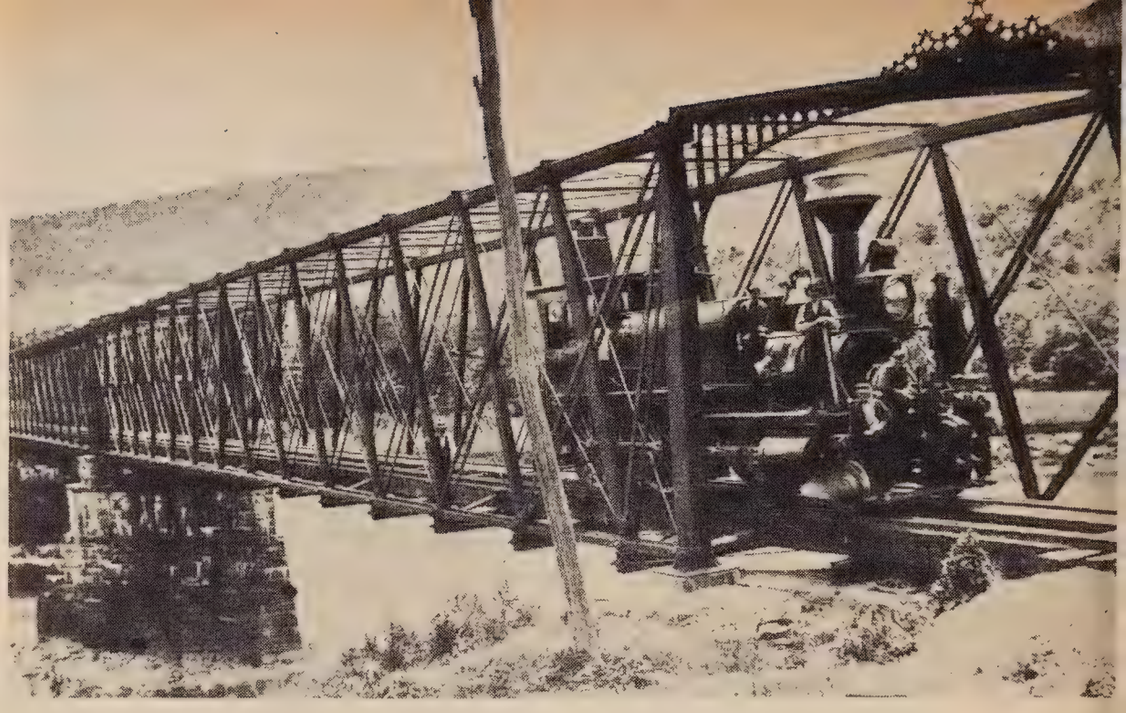

Six-foot-gage Erie Railroad 4-4-0 crosses old iron truss bridge at Susquehanna sometime before 1890.
Railroad Magazine collection

BOOKS OF THE RAILS

by ALBERT HERSKOVITS

ERIE POWER, by Frederick Westing and Alvin F. Staufer, hard cover, 448 pages, 8½x11″, drawings, paintings, rosters, published by Alvin F. Staufer, $20.

Latest in Al Staufer's popular series of motive power books, this must be the most thorough photographic compendium ever put together about this road. From the first 1840-built Norris 4-4-0's to the newest General Motors SDP-45's, we see various classes of Erie engines rolling across such places as Starrucca Viaduct, sizzling in front of big-city enginehouse turntables, or treading through wind-caressed cornfields.

Each chapter describes a different type loco and while this sacrifices something to chronology (4-4-0's come 110 pages after Mikados), it does give the book consistency. Although it is not a history, we do get some background on the early Erie, together with rare pictures of early 6-foot-gage locos.

There is sometimes a too-liberal sprinkling of builders'-type photos, but dozens of scenic, action-powered shots do abound. This reviewer, who is partial to locomotives pictured in city streets, was happy to find a photo of the *Erie Limited* clattering down the main street of Passaic, N.J. It would have been nice to see more of the famous wrecks on the "Weary Erie," as it has unfairly been called; also, some of the pix taken in yards and cities might have been identified as to date. These are minor objections, though. We commend the authors for such a wide sampling of motive power, including ferryboats, railcars, and electrics. This is a book every Erie fan should want.

DEVELOPMENT OF THE LOCOMOTIVE ENGINE, by Angus Sinclair, annotated by John H. White, Jr., hard cover, 708 pages, 6½x9″, drawings, prints, tables, index, The M.I.T. Press, $15.

In 1907, a Scottish-born former Erie Railroad engineer authored a book that has become the standard reference work on American steam locomotive development. Now, M.I.T. Press has reproduced it in a fine edition, retaining all drawings, portraits of loco builders, and engine photos that appeared in the original. Although written on a technical subject, Angus Sinclair's prose is lucid and his explanations of sometimes complex details easy to understand.

Several unusual locos appear. One, the *South Carolina,* was double-ended, having a stack at either end. The book also explains Vauclain Compounds, some early electric engines, and a brief history of brakes from the early hand-type to the Westinghouse Air brake. Of course, the major builders, Baldwin, American, Rogers, Richmond, etc., are well represented.

John White, Jr., of the Smithsonian Institution and one of our *Interesting Railfans,* supplies valuable notes which give details about various builders and tells us which roads some of the engines operated on. His afterword on the final years of steam is concisely and clearly written. All in all, a valuable addition to a well-rounded railroad library.

THE RUN OF THE TWENTIETH CENTURY, by Edward Hungerford, soft cover, 110 pages, 6x9″, drawings, track maps, Wayner Publications, $4.95.

Originally published in 1930 by the New York Central, this is a reprint, together with the sketches and maps that appeared in the first printing. The late Edward Hungerford, a contributor to *Railroad Magazine* and assistant vice-president of the Central, gives us a fascinating behind-the-scenes glimpse of all the steps involved in running the train efficiently, from the Pullman Distributing office, which processed reservations on an upper floor of Grand Central Terminal, to the Traffic department in charge of determining how many cars were to be used in a day's consist. The style is lively and informal —it makes you feel as though you're right there, whether it's watching the steward make a quick inventory of his food supplies, or the cleaning crew getting the cars ready.

Our only objection is that sometimes Mr. Hungerford waxes a bit too lyrical in praise of the Central—everything seems to be the "best" or "wisest" or "finest." In any case, this book will interest anyone who fondly remembers the *Century,* and those who want to learn something about how a great passenger train was opearted. But the $4.95 price is rather steep for a paperback of just over 100 pages.

"BUSTED AND STILL RUNNING," by Edgar T. Mead, Jr., soft cover, 62 pages, 5½x8½″, illustrations, maps, roster, The Stephen Greene Press, $2.95.

This history of the two-foot-gage Bridgton & Saco River in Maine now appears in paperback form. Edgar T. Mead, Jr. (see page 40) supplies plenty of lore and describes some of the "Down East" characters who gave the road its individuality. The frontpiece is a reproduction of an amusing warning by J. A. Bennett, Superintendent: "For some time past, the officers of the Railroad, passengers and others have been greatly annoyed by the crowd of idlers and loafers who have gathered in crowds at the Stations and Grounds of the Company on arrival of trains. These crowds of loafers have become a nuisance and will not be tolerated." ●

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The books are available only by mail. *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

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Development of the Locomotive Engine
by Angus Sinclair
Annotated Edition prepared by
John H. White, Jr.

First published in 1907, this work remains the best single source on the development of steam locomotives for those interested in their inner workings and technical specifications. Angus Sinclair spent half a lifetime operating locomotives before beginning a new career as a railway journalist which brought him in contact with the prime movers of the golden age of railroading.

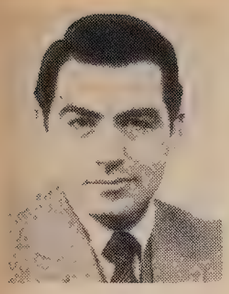
The editor, who is a Curator of the U.S. National Museum, Smithsonian Institution, has added nearly 650 notes providing further information and correcting errors brought to light by more recent research, as well as an afterword summarizing the final developments and the last years of the steam locomotive in the twentieth century.

This new edition contains some 200 illustrations of historic locomotives, plus numerous portraits of their designers and owners, and line drawings of mechanical configurations.

$15.00

The MIT Press
Cambridge, Massachusetts 02142

Paul Merriman's 2-8-2 No. 4501 swarms with photographers trying to get a better view of Southern Ry. president W. Graham Claytor Jr., giving a speech at Anniston, Ala., Nov. 2, '69. From *Southern Steam Specials*, by Mike Eagleson and Ron Ziel.
Michael A. Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856



IN SEARCH OF STEAM

Mike Eagleson

STEAM locos of the Moscow, Camden & San Augustine are being moved from Camden, Texas, because owner W. T. Carter sold his mill and timber lands to U.S. Plywood-Champion Papers, but retained title to the locomotives. The only steamers acquired by the new owners were the two belonging to MC&SA: 2-8-0 No. 6. (possibly going to the Texas Transportation Museum at San Antonio) and 2-6-0 No. 201, already moved to Malvern, Arkansas. Here is the disposition of Mr. Carter's other steamers: "old" No. 1 and 2 (2-6-0) plus 2-6-2 No. 4 were moved to Malvern for the Richard A. Grigsby collection. When restored, the 4-spot will go to Austin, Texas, for display.

"New" No. 1, a Mikado, was donated to the Burlington-Rock Island Museum at Teague. 2-6-0 No. 3 went for display at the Texas Forestry Assn. at Lufkin. Shay No. 2 is now exhibited at the Stephen F. Austin University Forestry Building in Nacogdoches. 4-6-0 No. 5 is at the Polk County Museum in Livingston. The Rusk, Texas, Chamber of Commerce was to get 2-8-2 No. 14 for a tourist operation, but these plans may be changed now. Thanks to *Clearance Card* (Southwest RR. Historical Society, Dallas, Texas) for this news.

"Switzerland of Ohio" Railroad, a five-year dormant tourist line, still stores 0-4-OT's No. 3002 and 3003 along Rte. 800 near Woodsfield, Ohio. They were purchased from Wheeling Steel Co. to operate over a portion of the Ohio River & Western, reports John B. Corns, 1614 Ambler S.W., North Canton, Ohio 44709. Who knows their future?

Dick Jensen's latest acquisition, ex-Hampton & Branchville, 4-6-0 No. 32, ex-York Southern No. 1, is now in Chicago awaiting rebuilding. "Who can tell us Dick's plans for her operation?" asks Roy Wake, 715 W. 14th St., Pine Bluff, Arkansas.

A 36-inch-gage 0-4-OT is in a back yard on U.S. route 119 at Sykesville, Pa., about 6 miles south of Du Bois. East Broad Top's owner, Kovalchick Salvage Co., Main Street, Sykesville 15865, owns her. Their telephone is 894-2441, reports R.N. Jordan, 300 Rockland Ave., Punxsutawney, Pa.

Fan trip on CN's last operational steam locomotive, No. 6218, last Jan. 24th. Train has just stopped for a water stop; water is supplied by local fire dept.
Percy Booth, 47 Farmcrest Dr., Agincourt, Ont., Canada

Here's good news. Wasatch Mountain Railway & Development Co., P.O. Box 69, Heber City, Utah 84032, is setting up a steam road in Utah from Wildwood in Provo Canyon to Heber City. No. 618, displayed for 19 years at Utah State Fairground, is the lucky engine being returned to steam this spring. The road's executive director, E.M. McLaughlin, wants to hear from anyone who can supply details about the Arco pollution authority who ran tests on the oil-fired stack emission of the Puget Sound Railway Historical Society's 2-6-6-2 No. 6. This information would protect steamers from unfair operating regulations in Utah.

Owren Pacific No. 3206, located in High Bridge Park, Spokane, Wash., is being restored exteriorly by 10 Inland Empire Chapter members. The Park Department is suppling paint, brushes, etc. I wish the Coonskin Park Department in Charleston, W. Va., would take note. They have threatened to scrap their unsightly C&O Kanawah 2-8-4 No. 2700 rather than spend the money repairing her.

"Oregon Pony," owned by the Oregon Historical Society, is being moved 43 miles from the park in front of Portland Union Station to Cascade Locks, east of Portland, up the Columbia River. This places the old engine closer to the site of her original service for Oregon Steam Navigation Co.

Ex-Republic Steel 0-6-0 No. 190 will soon be scrapped unless someone buys her. Totally stripped, she still is salvageable for a static display at some museum. Contact Duffy & Son, P.O. Box 6511, Columbus, Ohio, for details. This engine's sister was sold to the Monticello Sangamon Valley in Illinois 1969.

Both of John Thompson's ex-Southern Pacific 4-6-0 No. 319 and 2-6-2T No. 9, long stored at Markham, Ill., while being worked on, were moved to Monroe in January. No. 319 was sent to the winery while No. 9 went to Thompson's farm. He has many locos.

J. David Conrad and John McKelvy have shipped ex-Louisiana & Arkansas 2-8-0 No. 99 out of her abandonment at West Monroe, La. She was donated to the Illinois Railway Museum some five years ago, but was only now removed. This season: IRM will have three serviceable steamers: ex-St. Regis Paper 3-truck Shay No. 5, ex-Tuskegee and ex-T.R. Miller 2-6-2 No. 101, and ex-Commonwealth Edison 0-6-0 No. 5. They'll run alternately.

Recently I have been beseiged with irate letters from railfans complaining that I am the world's number one source of steam misinformation. They insist that I should check out carefully each and every report sent in to me before printing it. Actually, my column is based on information from fans all over the world. If I print 20 items each month, each requiring two or three letters to verify, I would need a secretary. From now on, when *Railroad* readers send me the latest steam "rumors," I will run them at the end of my column labeled "Rumors."

For example, this month's rumor is that three Chesapeake & Ohio 2-8-4's stored for years at Russel, Ky., have been sold to a scrap dealer rather than being presented to a park to be destroyed by vandals as were their sisters No. 270 in Buffalo N.Y., and No. 270 in Charleston, W. Va. ●

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Ave., Mount Arlington, N.J. 07856.

The Switch List

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 6¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

DICK ALLEN, 14 Ethel St., Binghamton, N.Y. 13905, trades 35mm slides of D&H, EL, LV, WA&G, CP, CN, NKP 759 for action slides of midwest, western rrs.

CHAS. ANDERSON, 1303 Smith, Worthington, Minn. 56187, buys, trades dining-car silver, china, linens, menus; send your list or SSE for his list.

H.J. ANDERSON, 4016 Troost Ave., Kansas City, Mo., buys emp. tts., train orders, sw. keys, of CSPM&O, M&SL, C&NW, SOO, CMSP&P, CRI&P, NP, DM&IR, DWP.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned 120-620 and 116-616 cameras desired by many railfans for large, oblong negs.; details, list free.

JEFF ASAY, 13952 Moorpark, Sherman Oaks, Calif. 91403, will trade 9/46 *Railroad Magazine*, excel. cond., for NYO&W emp. tts.

H. BASS, 287 Valley Rd., River Edge, N.J. 07661, sells tts. of Erie, NYS&W, NYC, PRR. Buys pre-'40 Erie, NYS&W tts.; any DL&W tts. (SSE).

BRUCE BEARDSLEY, 107 Bradburn St., Rochester, N.Y. 14619, sells back issues *Railroad Magazine, Ry. Age, RMC;* bks.; calendars; pix. (Large SSE).

MIKE BILLET, RD 3, Red Lion, Pa. 17356, will buy M&P no., bldrs. plates, esp. from engine No. 6, Richmond 3289.

STEVE BOGEN, Box 459, New York, N.Y. 10005, sells NKP 759 tie-bar in black enamel and silver.

G. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, wants to contact 35mm rail camera fans in Albuquerque, N.M.

E.S. BOWDERS, 804 Woodlawn Cir., Chambersburg, Pa. 17201, sells pix of steam, trolleys; tts. etc; list free.

WALT BRAMKAMP, 40-32 218th St., Bayside, N.Y. 11361, buys CNJ, LV diesel rosters.

R.M. BRANDT, 5631 Charlie Chan, San Antonio, Texas 78240, trades or buys lantern globes; trades lantern frames, lanterns.

SAM BRECK, 306 Westwood, Ann Arbor, Mich. 48103, buys 35mm slides SP 9020, KM diesels; trades slides of locos, depots in his area for those in yours.

LEE BROADBELT, 310 Blenside Ave., Morrisville, Pa. 19067, sells Baldwin pix-data cards. (SSE).

LEON BROCK, 1476 Bardsdale Ave., Fillmore, Calif. 93015, buys, trades pix taken at Promontory 5/10/69.

HOWARD BROTHERS, Gate City, Va. 24251, will sell 6 long pieces of real main line track.

HOWARD BROWN, 906 W. 23 St., Connersville, Ind. 47331, sells pre-'40 die-date spikes. (SSE).

CAL BULMAN, 45 Garden Pkwy., Henrietta, N.Y. 14467, buys pix LV 4-4-0 268, 2581, 827, eastern rrs. steam; keys; lanterns.

GERRY BURRIDGE, Box 152, Dorval 700 PQ, Canada, sells negs., slides of diesels, psgr. cars, steam, etc; list 10c. Buys sildes of psgr. action.

C.A. BUTCHER, 8 Coyne St., St. Thomas, Ont., Canada, sells NYC steam, diesel pix; list 10c.

B.L. BYRUM, Box 13091, Sacramento, Calif. 95813, buys *Ry. Equip. Registers*, western rr. emp. tts. 1930 to date.

FRED CAIN, 6261 Rose Circle Dr., Scottsdale, Ariz. 85251, buys current emp. tts. of SP, SD&AE, AT&SF, NYNH&H, B&M, BAR, MEC, CV.

LEO CALOIA, 907 Adelante Ave.. Los Angeles, Calif. 90042, sells on approval LAMTA PCC negs.

RAY CANZONE, 5258 Longton Rd., Lyndhurst, Ohio 44124, buys *Loco Cyclopedias* from '09, '12, '16, '30, '40, '49, good cond.

CLARENCE CARLSON, 322 Madison S., Hopkins, Minn. 55343, sells tts., steam loco blue prints.

JERRY CARSON, 11945 Gay Glen Dr., Maryland Heights, Mo. 63043, buys steam, diesel slides; 8mm, 16mm rr. movies.

BILLY CARTEE, Rte. 3 Box 392, Cullman, Ala. 35055, buys pix of UP 4-8-8-4's pulling troop trains in WW II.

J. L. CARTER, 42310 N. Ivar Ave., Rosemead, Calif. 91770, buys pix M&NA; *3 Yrs. in Ariz., Slow Tr. Through Ark. Through Mo. on a Mule.*

PHIL CHOATE, 11 Hiawatha St., Teaticket, Mass. 02536, will buy book *The Edaville RR*, Maine 2-ft.-gage railroadiana.

D.M. CHRISTISEN, Box 122, Columbia, Mo. 65201, will sell two IC steam loco classification lamps.

CECIL CHURCH, 216 Rideau Terr., Ottawa 2, Ont., Canada, trades Alco, Baldwin, Lima steam bldrs. photocards, catalogs.

Mrs. JUNE CLARK, 8 Herbert Dr., East, Brunswick, N.J. 08816, buys steam, diesel slides, pix of RRRR.

B. CLAXTON, 830 54 Ave., Lachine, Que., Canada, sells CN berths, curtains, chandeliers, revolving chairs, car nameplates, berth lights, lanterns.

RALPH COLEMAN, 4924 Morro Blvd., Portsmouth, Va. 23703, will buy *N&W Mag.* from '40's and '50's; will sell *Trains* bound vols 7, 13, 15.

KEVIN CRADER, Blue Spruce Dr., Newtown, Conn. 06470, buys on approval slides of freight diesels.

L.P. CUMMINGS, 129 Nevin St., Lancaster, Pa. 17603, buys PRR pix and negs. sold 8/4/62 by John A. Krave.

ART CURTIS, Box 392-32, Newark, Ohio 43055, sells tts., passes, emp. tts., emblem plaques. (Large SSE).

ART DAVIES, 1571 Tryon Dr., Creve Coeur, Mo. 63141, buys sw. lanterns, chimneys, oil fonts, lens.

R.L. DENTON, Box 5122, Midland, Texas 79701, sells, trades trip, annual passes, ORT cards. (SSE).

JOHN DERR, 1252 Hoffman Rd., Ambler, Pa. 19002, buys pix of remodeled, repainted cars from LV name trs., esp. *Asa Packer, Black Diamond.*

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, buys pix, slides of EL stations between Stroudsburg and Clark Summit, Pa.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP; list 30c. Buys, sells CN, CP, TH&B steam negs.

JOE DOHERTY, 26 Anderson Rd., Bernardsville, N.J. 079924, will buy '71 UP calendar.

PAUL DOUGLAS, 112 W. 21 St., Vancouver, Wash. 98660, buys negatives.

PEGGY DUNN, 1402 Princeton Ave., Philadelphia, Pa. 91111, sells, trades union dues buttons; rail, porter uniform buttons; spikes; plates.

DICK EISFELLER, 2410 Algonquin, Rolling Meadows, Ill. 60008, buys GN, NP teletyped train consists or copies of them.

ERNIE ELBERLE, 108 Park Ave., Rockledge, Pa. 19117, trades, sells 35mm slides B&O. RDG, PC, CNJ. (SSE).

NORM EUBANKS, 10807 Keese Dr., Houston, Texas 77034, will buy BN emp. tts, from C&S and Wendover-Laurel line.

BOB FARRICY, 1017 Westmoreland, Syracuse, N.Y. 13210, will trade *Pictorial Encyclo. of Rys. Open Throttle, 20th Century* for back issues *Railroad Magazine.*

DENISE FERRARI, 274 Emerson Ave., Bronx, N.Y. 10465, sells pix rr. insignias, logos.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90039, will sell ICS bks. on steam locos, air brakes, mint cond; SP drawings.

E.S. FETCHINA, Box 2611, State College, West Chester, Pa. 19380, buys NYO&W lamps, markers, etc.

R.P. FITZGERALD, 603 Woodland Dr., Havertown, Pa. 19083, buys NYC employee magazines.

HENRY FRICK, 4 Revere Rd., Riverside, Conn. 06878, buys b&w, color pix NYNH&H; Kennedy, Eisenhower funeral trains.

C.A. GALHOUSE, 27 King Arthur Ct., North Lake, Ill. 60164, buys, trades Ill. station pix; buys pix, info. on Macomb, Industry & Littleton RR.

BILL GATES, 607 Dawson St., Uhrichsville, Ohio 44683, sells PRR lists, forms. (SSE).

MARK GELLMAN, 732 Van Rennsselaer, Niagara Falls, N.Y. 14305, sells towels, tts., spikes, maps, buttons, hand lanterns, patches, tr. checks, tkts., envelops; list 25c.

DICK GEORGE, 323 Chartwell Rd., Oakville, Ont., Canada, sells U.S. diesel negs., mostly action, taken pre-'53; list free.

LOU GEORGE, 7 Eldred St., Middletown, N.Y. 10940, sells cancelled NYO&W stock certifs.

BOB GERSTLEY, 153 Pleasant St., South Weymouth, Mass. 02190. sells B&M turn-of-the-century tts. (SSE).

LEN GORDY, 5540 S. Hyde Park Blvd., Chicago, Ill. 60637, will buy Josserand's *Rights of Trains*, O'Donnell's *Sapbush Run.*

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, buys 1868-69 *Poor's Manual*, will sell '73 *Amer. RR Manual*, 1900 *Rand-McNally Off. Guide.*

JEFF HAERTLEIN, 3215 S. Illinois Ave., Milwukee, Wis. 53207, will buy CMSP&P steam whistle, good cond.

J.R. HODSON, British Railways, Paddington Sta., London W2 1HA, England, sells 20x24 pix of famous (British) Great Western steam locos; $10 each.

KEN HOJNACKI, 704 Caleb Ave., Syracuse, N.Y. 13206, sells unused NYO&W baggage checks.

STEVE HOSKINS, 7672 Rhine Dr., Huntington Beach, Calif. 92647, buys casette recordings of LIRR diesels esp. Minneola area; must have horns.

C.W. JERNSTROM, 822 Pelham Dr., Fort Wayne, Ind. 46825, sells sizes 620 to 4x5 steam pix, negs. of U.S., Canada. Mexico. Each rr. list for SSE.

WILSON JONES, 105 Fairmount Ave., Hackensack, N.J. 07601, buys rr. music, china; Erie railroadiana; history of NJ&NY br. (SSE).

C.J. KELLER, 60 Tuscano Ave., Revere, Mass. 02151, buys ICC accident reports, wreck pix.

RILEY KINNEY, 956 W. Jefferson St., Tallahassee, Fla. 32304, trades ACL diesel negs. for SCL diesel negs.

TOM KOPRIVA, 6501 W. Addison St., Chicago, Ill. 60634, will buy Vol. I, No. 1 of *Trains.*

F.A. KRAMER, 932 Woodmere Dr., Westfield, N.J. 07090, sells '13, '16 *Elec. Ry. Journal* convention issues, '47-'51 ERA *Hdlts.*, '46, '47 *Interurbans.*

ERIC and DETLEV KRIEGH, 492 Ord Dr., Boulder, Colo. 80303, buys, trades locks, keys, lanterns, date nails.

BOB LANGDON, Box 3712, Charleston, S.C. 29407, sells Pullman diagram forms, list of Pullmans in Mexican operation.

JIM LAWTON, 3B Silver Lake Apts., Middletown, N.Y. 10940, buys, trades rr. telegraph insulators.

RON LEITCH, 18707 Ferncliffe Ave., Celeveland, Ohio 44135, will sell *Motive Power of UP, Steam Locos of Burlington Rte.* (SSE).

DICK MANSELY, 7722 Loretto Ave., Philadelphia, Pa. 19111, wants name, address of Baltimore railfan who sent postcard pix with no letter.

CHAS. MARSH, Jr., 1537 Belmeade Dr., Kingsport, Tenn. 37664, sells size 616 negs. of southern short line steam, diesels.

ED MARTIN, 470 Western Ave., Lynn, Mass. 01904, sells back issues *Railroad Magazine, Trains;* tts., emp. tags, etc. (SSE).

MALCOLM McKEAN, 916 Westview Dr., Springfield, Ill. 62704, will buy Wayner's *Car Names and Consists.*

R.A. McLARTY, 27 Pittsford Close, Waterloo, Ont., Canada, sells blueprints of CP 1200 series 4-6-2's.

FRANCIS MEREDITH, 1133 W. Main St., Stroudsburg. Pa. 18360, sells back issues *Railroad Magazine* from '40'. (SSE).

MARGARET MEYER, 552 Saunders Ave., Akron, Ohio 44319, sells dispatchers' tr. sheets, tr. orders; list free.

PAUL MIKA, 2214 N. Monticello, Chicago, Ill. 60647, sells philatelic covers carried on last run name trs. (SSE).

AL MILLER, 3212 34 Ave. S., Minnesapolis, Minn. 55406, will buy '33-4 Chicago World's Fair bklt. issued by Amer. Flyer describing tinplate exhibit.

DON MILLS, Box 623, Don Mills, Ont., Canada, buys, sells, trades sizes 116, 120 negs, steam, elecs; list 20c.

TODD MULLER, 209 Cedarwood La., Newington, Conn. 06111, buys sw. stand parts, RUT keys.

JIM MUNDING, 1749 E. Michelle St., West Covina, Calif. 91791, trades pix, slides, railroadiana of UP.

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, buys, trades for info., plans, pix, negs. of M&P, York Southern, Balt. & Lehigh locos; frt. psgr. cars.

AL MUTHARD, Rte 1, Macungie, Pa. 18062, will buy *Trolley Line in Willams Valley, Eastern Steam Pictorial.* (SSE).

BILL MYERS, 25-76 41 St., Astoria, N.Y. 11103, buys, sells, trades slides, movies of PRR elecs., subways, trolleys; list, sample (SSE).

KYLE NEIGHBORS, Box 134, Cass, W. Va. 24927, sells reprint of Lima Shay '08 catalog.

BILL NEILL, 5628 Anita St., Dallas, Texas 75206, trades tts., emp. tts. '62 T&P tr. sheets, tr. order bks. (SSE).

JON NELSON, 9911 W. Broadview Dr., Miami, Fla. 33154, buys, trades for anything FEC or predecessors; buys, trades RPO cancellations; trades FEC, CNS&M tkts.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, sells railroadiana; list 25c refundable.

MARK NILGES, 30234 Ednit Dr., Bay Village, Ohio 44140, will buy Christenson's *Lake Shore Elec. Ry.*

SCOTT NIXON, 627 Scott's Way, Augusta, Ga. 30904, buys, trades postcards of rr. depots, playing cards.

BRUCE NOTMAN, 700-C S. Jefferson, Green Bay, Wis. 54301, buys BN loco, caboose slides.

STEVE ONDIC, 11928 127 St., Edmonton 41, Alta., Canada, trades, buys *International Library of Technology* bks. of rr. interest.

WM. OVERHOLSER, 2137 Clifton Ave., Springfield, Ohio 43505, buys n.g. rail, spikes; size 620 pix of n.g. rrs.

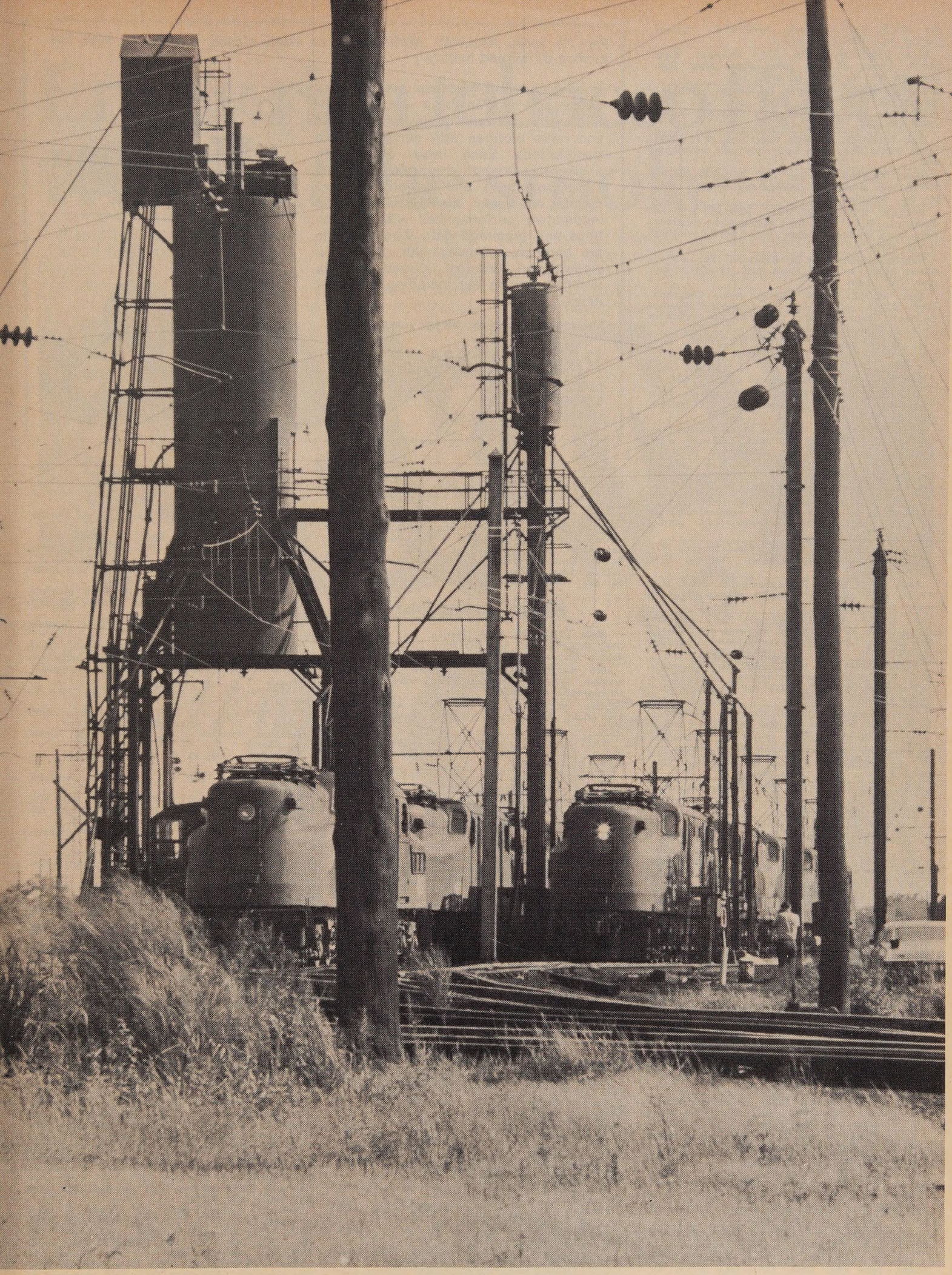
GARY PARDUE, 120 Wesley St., Bluefield, Va. 24605, buys N&W rule-bks., sw. keys, locks, lanterns, blue globes, sw. stand lamps, etc.

JOHN PARKER, 1439 Alpine Dr., Aiken, S.C. 29801, sells, trades 2¼x3¼, size 616 negs. of southeastern diesels; trades any size U.S. diesel negs.

AL PATERSON, 451 Maplehurst Ave., Oakville, Ont., Canada. sells 5x7, 8x10, larger steam pix; list, samples $2.

PAUL PIETRAK, Box 76, N. Boston, N.Y. 14110, sells paperback history of Pittsburg, Shawmut & Nthn., 170 pgs., 200 pix, maps.

SCOTT PYLES, Box 213, New Martinsville, W.



A jumble of wires and pantographs surround massive Penn Central GG-1's at Wilmington, Del., Edgemont yard, July '70.
William Morrison, 2231 Lancashire Drive, Wilmington, Del. 19810

Va. 26155, buys kerosense switchman's lanterns, marker lts.; dining-car items.

BILL RADCLIFFE, Box 375, Webster, Mass. 01570, trades 35 mm color slides New Eng., southern rrs. for those of other rrs.

RANDY REEDY, 2042 N. Taylor St., Arlington, Va. 22207, sells RF&P, SOU color pix, slides W&OD pix, dspr.'s sheets; buys SOU cap badge, emp. tts. (SSE).

H.A. REMBGES, Box 602, New York, N.Y. 10008, buys, trades tkts., cash fare rcpts., tkt. envelopes, etc.

TONY REZNAK Jr., Box 755, Wilkes-Barre, Pa. 18703, sells postcards, railroadiana of Q&E steam tr; list, samples 40c.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys sw., marker, classification, hand lanterns; globes; bells; hdlts.; whistles; locks; keys.

Mrs. BURLEIGH RICKER, Biddeford Rd., Alfred, Maine 04002, sells '01 Mass. and '11 Me. steam, elec. rail maps.

WM. ROGERS, 3704 Charles Ave., Cheyenne, Wyo. 82001, sell reprints of Seymour's *Western Incidents Connected with UP, Fossil Discoveries in Wyo.*

E.J. ROSS, Box 598, Ardsley, N.Y. 10502, buys pix of D&H psgr., frt., work equip.

E.W. ROSS, 1428 46 St., N. Bergen, N.J. 07047, buys slides, postcard size pix UP 8444.

P. RUCHES, c/o NYK Line, 25 Broadway, New York, N.Y. 10004, buys slides, pix NYCTA els, cars of 1900-'50.

WM. RUSSELL, 402 Rochelle Ave., Wilmington, Del. 19804, sells size 616 negs, midwest, west, shortline steam; trades for eastern rrs. (SSE).

Rev. L.P. SAMUELSON, 195 Oxford Ave., Lindsay, Calif. 93247, wants info., pix of rr. chapel cars operating in West about 1900.

FRANK SCHEER, 18 E. Rosemont Ave., Alexandria, Va. 22301, buys Va. railroadiana; pix of towers, mdl. boards, operators; tower related hardware, tr. orders.

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells slides of diesels, stations; lists, sample 25c.

SAM SCOTELLARO, 741 Lansing St., Utica, N.Y. 13501, buys slides of diesels; corresponds with male diesel fans.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells tts., emp. tts., rule bks., passes, *Off. Guides*, bks.. back issues *Railroad Magazine;* each list 50c.

AL SHERRY, 5445 Netherland Ave., Riverdale, N.Y. 10471, sells jewelry, records, buttons, pix, railroadiana, guides; trades for lanterns, hardware. (SSE).

TOM SIEMBRIEDA, 10501 Yolanda, Northridge, Calif. 91324, buys marker and switchstand lamps.

WAYNE SLAYTON, 22 Laurel St., Wakefield, Mass. 01880, buys, trades B&M diesel, steam pix.

CARL SMITH, 261 Thorner Dr., Hamilton, Ont., Canada, buys TH&B railroadiana.

HARTLAND SMITH, Box 452, Birmingham, Mich. 48012, buys used commercial, amateur rr. movies; trades rr. sound tapes.

R. SMITH. 134 Columbus St., Kent, Ohio 44240, will buy W&LE Brewster Shops bldrs. plate.

JOE SNOPEK, 37 Kellogg St., Granby, Mass. 01033, buys negs., slides of NYNH&H steam, diesel, elec. locos; psgr. equip.; MofW equip.

W.K. STRANDQUEST, 211 Norwood Gardens, Johnstown, Pa. 15905, will buy Beebe's *High Iron.*

GEO STEWARD, 1019 Lowe Dr., Marshall, Mich. 49068, buys switchmen's lanterns.

MARTIN STONER, Cal Poly College, Pomona, Calif. 91768, buys Mt. Lowe bks., postcards, souvenirs, pix, etc.

JOHN STUBBLEFIELD, Box 666, Marou, Ill. 61756. sells, trades slides, esp. N&W, IC.

WALT SWITZ, 1300 Rock Ave., North Plainfield, N.J. 07060, will buy *Steam Locomotive and RR. Tradition* Nos. 3, 5, 8-12; Railroading No. 24.

H. SZYDLOWSKI, 3942 Euclid Ave., East Chicago, Ill 46312, buys steam pix C&IS Midwest Div.

TOM TANCULA, 7749 Windsor Ave., Norridge, Ill. 60656, sells 5x7 color pix of Hawaii's Lahaina-Kaanapali & Pacific RR.

VIC TEACH, Aptdo. 4075, Monterrey, Mexico, sells NdeM railroadiana, incl. color wall maps; '70, '71 color calendars, pencils, napkins, etc.

P.J. TEMPLETON, Box 111, Mendon, N.Y. 14506, will buy station clock from Erie, LV or SOU.

DICK THOMPSON, 417 E. Byrd Blvd., Universal City, Texas. 78148, buys sw. keys; rr. stocks, bonds; emp. tts.; rulebks.; dining-car silverware.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, sells diesel negs. on approval, eastern rrs., rare diesels.

JOHN YATES, 125 E. Oakland Ave., Oaklyn, N.J. 08107, sells railroadiana. (SSE).

WAYNE YORK, 643 E. Wood, Versailles, Ohio 45380, sells PRR, B&O, SOU, NKP steam no., bldrs. plates; buys, trades for NKP, C&O, Lima Shay hardware.

FREEMAN HUBBARD, c/o *Railroad Magazine*, 205 E. 42nd St., New York, N.Y. 10017, will sell for highest bids Bedwell's only book, *The Boomer*, 318 pages, 5¼x7½, (1936), no ill.; *The American Railway*, many authors, 436 pages, 6½x9½, over 200 ills., (Scribner's, 1897); Casey *Jones*, by Lee, 348 pages, 5½x8, ill. (1939), personally autographed by Casey's widow; *Robber Barons*, 1861-1901, by Josephnson. 474 pages, about 7x9½, no ill.; indexed (1934); all excellent cond., postpaid.

For 73 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

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Model Trading Post

JOHN FEDORUK, 2005 Marine Dr., Oakville, Ont., Canada, will sell HO-gage Tri-Ang layout; details 25c.

JEFF HAERTLEIN, 3215 S. Illinois Ave., Milwaukee, Wis. 53207, buys Lionel 6464 boxcars, pantographs for 2350.

DON HAYWARD, 38 Monastery Ave., West Springfield, Mass.; sells O-gage model equip. (SSE).

WALT INSELMON, Lutheran Old People's Home, 520 S. 26th St., Omaha, Neb. 68105, will sell model steam loco.

ROY KEELEY, Rte. 1 Box 427-A, Theodore, Ala. 36582, will sell std. gage 0-4-0 or trades for 0-gage mdls; specifications 10c and SSE.

STEVE KELLOGG, 2053 Hogarth, Toledo, Ohio 43615, sells AF S-gage equip; trades model rr. passes; buys AHM steam. (SSE).

C. KOWAL, 6615 S. Bell, Chicago, Ill. 60636, will trade AF cast-iron clockwork loco for 2 small battery toy elec. stationary motors.

I. MARTIN, R2 Box 506, Selinsgrove, Pa. 17870, makes models on order.

AL MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, buys Butler wholesale catalogs '24-'37 with AF ads.

DICK MILLER, 17790, S.R. 23, Gibsonburg, Ohio will buy Athearn GP30, F7A, F7B.

GARY TUTTLE, Box 558, Myrtle Beach, S.C. 29577, buys AF elec. trains, esp. diesels, psgr. cars.

E. ZEHNDER, 325 Lardner St., Philadelphia, Pa. 19111, sells new brass HO locos or trades for PRR steam, logging steam locos, RDG slides. (SSE) ●

Pen Pals Wanted

Joleen Studsman (15), 641 Pleasant St., Harvey, N.D. 58341.

Kazuya Seko (18), Hongo Kayumi, Iinan-cho, Iinan-gun, Mic-ken, Japan. (He understands English; but if you contact him, write very plainly and don't use words he is likely to find difficult.)

Laura Williford (15), 7642 Vale Drive, Jacksonville, Fla. 32205.

James T. Kreitzer (16), 455 Bright Wood, Dayton, Ohio 45405.

Mrs. Ellis Zavrel (47), P.O. Box 3414, Temple, Texas 76501.

Pvt. Dan McGee, 325 43 9857, Battery C/4th/84th Arty, Ft. Carson, Colo. 80913.

Juliet Suson (29), 72-G, Spoliarium St., Cebu City, J-317, Philippines.

Gail Shoell (16), 720 W. North, Provo, Utah 84601.

Garland Euge, Snow Hollow Lake, Middlebrook, Missouri 63656, needs cheer-up letters and cards. Confined to wheel-chair after accidental bullet wound and loss of leg from being hit by auto.

Barbara Arnold (16), Rte. 1, Rush, Ky. 41168.

Jo Ann Alley (17), 334 S. Poplar Street, Fostoria, Ohio 44830.

Jack Speer (30), 1641 S. Xavier Street, Denver, Colo. 80219.

Cheryl Ruff, R.R. 1, Hammond, Ill. 61929.

Nancy Clayton, 215 E. Sherman Street, Hood River, Oregon 93701.

Lynne Buckley (14), 2110 Avenue B, Fort Madison, Iowa 52627.

John Mosher (college student), 1738 Mayfair, Emporia, Kan. 66801, wants any summer job, esp. railroading.

Nancy Bellino (17), 1609 Irvine Avenue, Bemidji, Minn. 56601.

Bob Pomeroy, 9530 Rincon Ave.. Arleta, Calif. 91331, seeks present address of Robt. H. Macy, ex-chief, Loco. Div., Ingalls Shipbuilding, Pascagoula, Miss.

Fe Reomo (19), 12-H Franco Apartment, Ihara St., Cebu City, Philippines.

Rev. Joseph Hajcak, 2438 Old York Rd., Philadelphia, Pa. 19140, wants hiking companions.

Milchara Naguines (24), Talisay Pab., Cebu, Philippines.

Marla Hale (16), Rt. 1, Box 234, Ashland, Ky. 41101.

Sherrie Waugh (16), Rt. 1, Box 294, Ashland, Ky. 41101.

Rosemary Jarvis, 6919 N. Sheridan Rd., Apt. 401, Chicago, Ill. 60626, needs modern nutritional advice to assist her in regaining good health.

Polly White (16), Rte. 1, Box 238, Catletteburg, Kentucky 41129.

Mrs. Frances R. Bryson (72), 158 Riverview Circle, Bossier City, La. 71010, collects comic postcards.

Venie Casquejo (19), San Bernardino St. Mamlaling, Cebu City, Philippines.

Laura Williford (15), 7642 Vale Drive, Jacksonville, Fla. 32205.

Julie Prenzlin, RR 1, Emerson Rd., Box 6293, Bloomdale, Ohio 44817.

Bill Prenzlin (22), 543 Columbus Ave., Fostoria, Ohio 44830; also Barbara E. Prenzlin (16) and James W. Robinson (19), same address. ●

Additional Roster Data

Andris Kristopans sends us additional data for our Union Pacific roster (Jan. '71). These F9A's are still on the roster: 503, 507, 515, 517-519, 521-522, 524, 528-529, 531, 533-535, 537-539, 513. So are the following F9B's: 509B, 517B, 520B, 522B-524B, 527B, 531B-532B, 536B, 539B-540B, 542B.

He also adds to our Alaska Railroad roster (March '71): Note 3 should say ARR 1106-1107 were originally U.S. Army (Jefferson Proving Grounds) 1-2, then USA 7187-7188, then ARR 1106-1107. Note 4 should read: Units 50-51 are no longer on the roster. He believes 1021 and 1043 were originally CMSP&P 1678-1679, then USA 8002-8003, then ARR 1021, 1043. ARR 1021 was renumbered 1069. He believes also that 1041, 1031, 1042 were originally CRI&P 747-749, then USA 8004-8006, then ARR 1041, 1031, 1042.

Note 14 should read: The following were scrapped: 1002, 1010, 1013-1019, 1021, 1026, 1029-1031, 1050-1055, 1050A, 1057, 1067, 1069-1070, 1074-1077, 1085, 1087, 1089, 1203-1204, 1300, 1828, 7107. New note 17: 1501 (1st) was wrecked and traded to GM-EMD for 2000. New note 18: 2501 was originally 2500, then 2501. 1015 was built in 1945, and 2502-2503 may have been built in 1965. Has anyone checked the plates on 2502-2503?—Sy Reich ●

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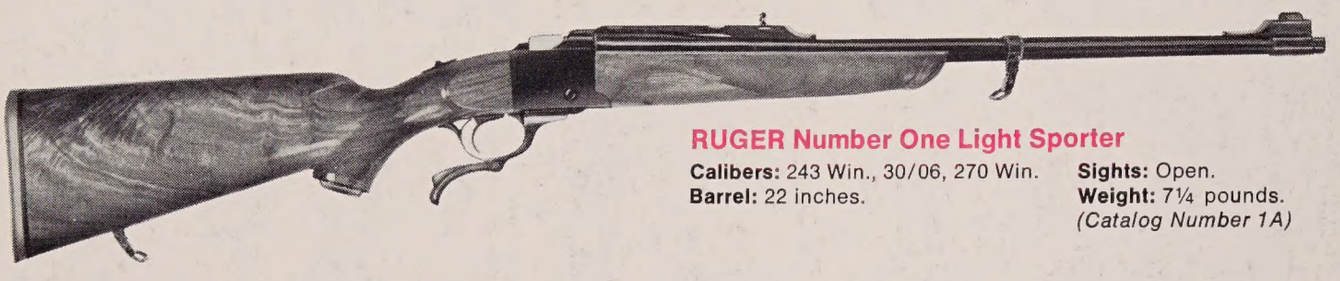
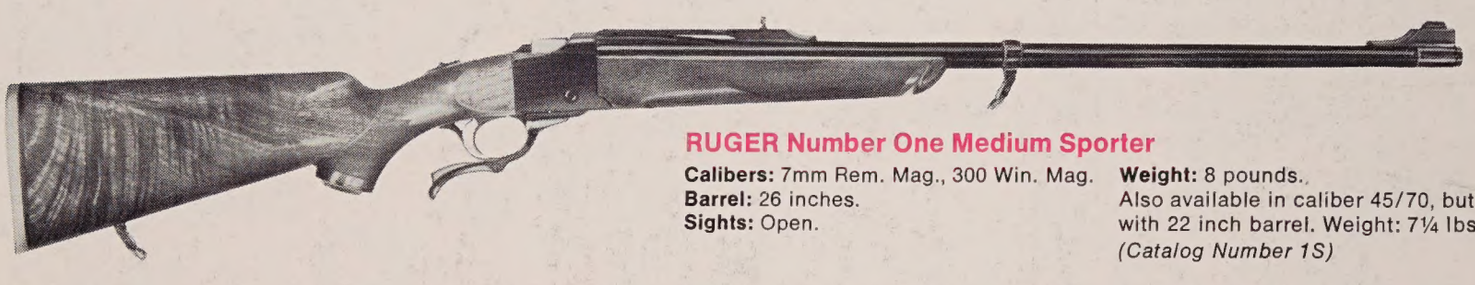


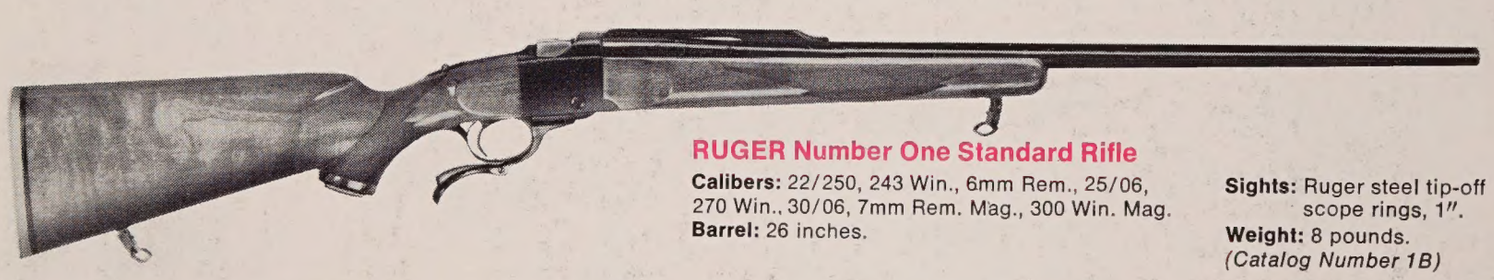
RUGER Number One Light Sporter

Calibers: 243 Win., 30/06, 270 Win.
Barrel: 22 inches.
Sights: Open.
Weight: 7¼ pounds.
(Catalog Number 1A)



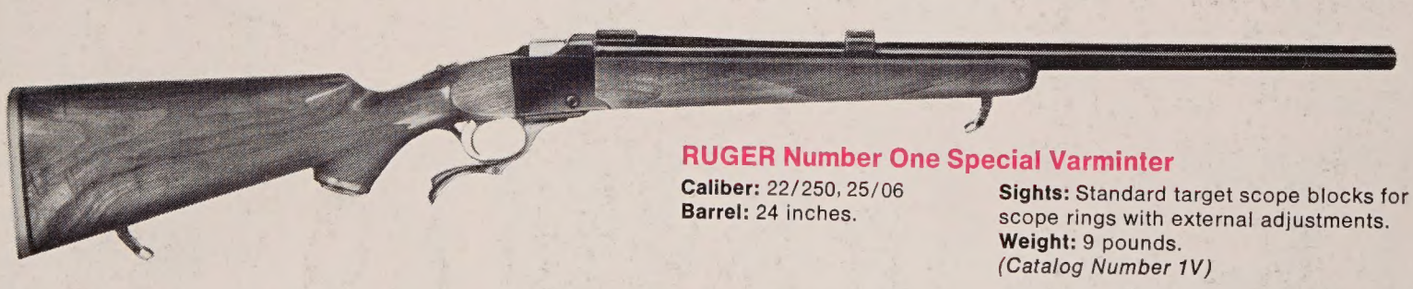
RUGER Number One Medium Sporter

Calibers: 7mm Rem. Mag., 300 Win. Mag.
Barrel: 26 inches.
Sights: Open.
Weight: 8 pounds.
Also available in caliber 45/70, but with 22 inch barrel. Weight: 7¼ lbs.
(Catalog Number 1S)



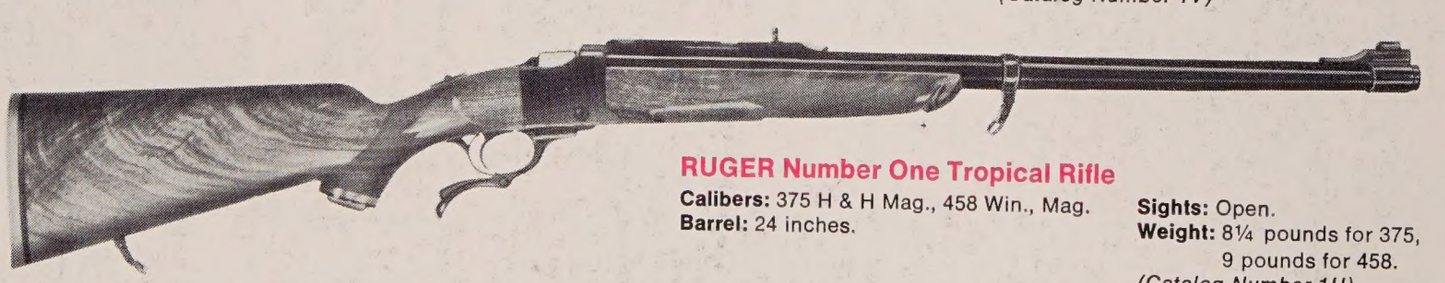
RUGER Number One Standard Rifle

Calibers: 22/250, 243 Win., 6mm Rem., 25/06, 270 Win., 30/06, 7mm Rem. Mag., 300 Win. Mag.
Barrel: 26 inches.
Sights: Ruger steel tip-off scope rings, 1″.
Weight: 8 pounds.
(Catalog Number 1B)



RUGER Number One Special Varminter

Caliber: 22/250, 25/06
Barrel: 24 inches.
Sights: Standard target scope blocks for target scope rings with external adjustments.
Weight: 9 pounds.
(Catalog Number 1V)



RUGER Number One Tropical Rifle

Calibers: 375 H & H Mag., 458 Win., Mag.
Barrel: 24 inches.
Sights: Open.
Weight: 8¼ pounds for 375, 9 pounds for 458.
(Catalog Number 1H)

General information on specifications:
Sights: Catalog Numbers 1A, 1S, and 1H have adjustable folding leaf rear sight mounted on quarter rib and ramp front sight base with caterpillar type gold bead sight. All quarter ribs are machined to accommodate Ruger steel tip-off rings. Scope rings are $15. additional for all models except 1B.

Woodwork: Carefully selected American Walnut. Pistol grip and forearm hand-checkered to a borderless design.
Price: Suggested retail price is $265 for any of the models listed above.
How to order: Place an order with your Ruger dealer by Catalog Number and caliber. (No variations from the above specifications are possible).

Write for the new, complete catalog of Ruger sporting firearms.

STURM, RUGER & Company, Inc.
Southport, Connecticut 06490 U.S.A.

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